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ANNUAL REPORTS

OF THE

POST-OFFICE DEPARTMENT

FOR THE

FISCAL YEAR ENDED JUNE 30, 1897.

REPORT OF THE

POSTMASTER-GENERAL.

MISCELLANEOUS REPORTS.

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CONTENTS.

Page.

REPORT OF THE POSTMASTER-GENERAL 1

Introduction, 3; revenues and expenditures, 3; decrease of receipts, 4; payments on account of previous years, 4; estimates for 1899, 4; receipts and expenditures largely regulated by legislation, 5; cause of the increased deficit, 5; deficit due to business depression and abuse of second-class rates, 5; loss on second-class matter, 6; history of second-class legislation, 6; large increase of unprofitable business, 7; remedial legislation urged, 7; consolidation of post-offices, 8; better organization of service needed, 8; the manner of consolidating offices, 8; economy of consolidation, 9; repeal of restrictive legislation recommended, 9; salaries of postmasters, 9; rental of buildings, 10; Government ownership of buildings, 10; dead letters, 10; money-order statistics, 11; bonds for money-order clerks urged, 11; free delivery, 11; free rural delivery, 12; demand for rural delivery, 12; free rural delivery increases postal business, 13; it is due the farmer, 13; the mail transportation service, 13; decrease in rate of compensation, 14; extension of steamboat service, 14; Railway Mail Service, 14; magnitude of work performed by railway mail clerks, 14; compensation should be made to families of clerks disabled in service, 14; reclassification needed, 15; mail equipment, 15; pneumatic tubes, 15; electric and cable car service, 15; foreign mails, 15; expenditures in detail, 16; postal revenue, 17; details of administration, 17; decrease of revenue from registered-letter fees, 17; weight of second-class matter, 17; "newspaper" stamps should be abandoned, 18; prepayment of postage should be required in all cases, 18; contract for making postage stamps will soon expire, 18; post-office statistics, 18; appointments of postmasters, 19; bonding operations, 19; magnitude of bonding operations, 19; losses of registered mail, 19; losses of ordinary mail, 20; foreign cases, 20; losses recovered, 20; arrests for offenses against the postal laws, 20; amendments to legislation needed, 21; holding lost mail matter for identification, 21; a "continuous-offense" law should be provided, 21; bonding of subordinates in post-offices, 22; all who handle money should be bonded, 22; Universal Postal Congress, 22; objects of the congress, 23; agreements reached, 23; an important treaty negotiated, 23; great results accomplished, 24; postal-savings depositories, 24; vast sums of idle money, 24; faith in the Government unbounded, 25; incentive to thrift and provident care, 25; conducive to better citizenship, 26; it is not an experiment, 26; postal-savings accounts chiefly owned by working people and minors, 27; inadequacy of private enterprise, 28; using the money-order offices as banks, 28; money-order offices largely exceed banks, 28; economy of the money-order system, 29; details of management, 29; the most popular coin fixes the amount of deposit, 30; popularity of postal savings, 30; small cost of management, 30; investment of the savings, 31; some objections answered, 31; postal-savings depositories do not interfere with banks, 31; it would increase the cash available for business, 31; it would not materially increase the patronage of this Department, 32; charges of centralization and unconstitutionality refuted, 32; national debt large enough for immediate purposes, 33; security, and not the rate of interest, the essential requirement, 33; State and municipal bonds afford safe investment, 33; investment in needed public buildings, 33; cooperation with the friends of the proposition, 34.

REPORT OF THE ASSISTANT ATTORNEY-GENERAL 35

Duties of office, 37; fraud orders, 37; lotteries, 38; bonding of post-office clerks who have custody of money, 38; losses by fire, burglary, etc., 39; offenses against the postal laws, 40; prosecution of offenses against postal laws should devolve on this office, 40; appropriation for purchase of law books asked, 41; printing and binding opinions of Assistant Attorney-General recommended, 41.

EXHIBIT A.—List of claims on account of loss by fire, burglary, etc 42

REPORT OF THE TOPOGRAPHER OF THE POST-OFFICE DEPARTMENT 69

Work of office, 71; new maps, 71; improvement from change in duration of contract term, 71; post-route maps issued, 72; sales of post-route maps, 72; certification of distances, 72.

Page.

REPORT OF THE FIRST ASSISTANT POSTMASTER-GENERAL 73

Improvements recommended, 75; special agents for this Bureau desired, 76; punishment of postmasters who peddle postage stamps, 76; leases for ten instead of five years, 76; consolidation of post offices, 76; economies in supplies, 76; postmarking letters, improvements in, 77; bonds of post-office clerks, 77; report on rural free delivery, 77; two new assistant superintendents of free delivery, 77.

Division of salaries and allowances 77

Operations of division, 78; adjustment of salaries of postmasters at Presidential offices, 78; Presidential post-offices, with aggregate salaries, 79; net increase in Presidential postmasters' salaries, 79; irregular sale of postage stamps and stamped paper, 80; post-office consolidation, 80; Greater New York, 81; estimates for postmasters' salaries, 820; clerks in post-offices, 82; balances available for increases in clerk hire, 82; separating clerk hire, 83; increase in appropriation, 83; classification of clerks, 84; rent, fuel, and light for first, second, and third class post-offices, 84; provision for post-offices, 84; leases for post-offices, 85; postal stations, 85; miscellaneous and incidental items and furniture for first, second, and third class offices, 86; telephones, 86; canceling machines, 86; legislation needed, 87; appropriations, 87; adjustment of postmasters' salaries, 87; special agents, 87; purchase of sites for postal stations, 88; duration of leases, 88; civil service commission boards, 88; pay of post-office employees subpœnaed as witnesses, 89; classification act, 89; post-office employees' bonds of suretyship, 89; recapitulation of estimates, 89.

Free-delivery system 90

Operations of division, 90; estimate, 91; package-box service, 91; street car letter boxes, 92; marine service, 93; the eight-hour law, 94; separations from the service, 96; appointment of letter carriers at new offices, 96; letter carriers' bonds, 97; sergeants for letter carriers, 97; service stripes, 98; house-to-house collection system, 99; satchel repair shop, 102; substitutes, 102; assistant superintendents, 104; rural free delivery, 104; some difficulties encountered, 106; the cost of service and postal development, 108; expense in detail of rural free delivery, 110; statement of experimental rural free delivery arranged by States, 112.

Division of post office supplies 124

Number of requisitions filled, 124; number of packages sent out by ordinary and registered mail, 124; quantity of principal articles furnished, 125; more important items of clerical labor, 125; statement of appropriations, expenditures, and balances unexpended, 126; stationery, Post-Office Department, 126; letter balances and scales, 126; wrapping paper, 126; twine, 126; packing boxes, sawdust, paste, and hardware, 127; facing slips, card slide labels, blanks, and books, 127; printing and binding, 127; stationery in post-offices, 128; stamps, ink, and pads, 128; postmarking, 128; instructions as to postmarking and backstamping, 129; postmarking stamps, 129; adjustment of type in postmarking stamp, 129; how to use postmarking stamp, 129; impression of stamp must be kept, 130; canceling ink and ink pads, 130; general instructions, 130; reprimanding negligent officials, 130; canceling ink, 131; inking pads, 131; rubber pads, 131; postmarking stamps, 132; card reports, 132; deficiency for current year, 133; changes in method of business, 133; recommendations, 134; shipment of wrapping paper and twine, 134; letter heads for post-offices, 134; issue of blanks, 135; scales, 135; paper-cutting machine, 135; building, 135; committee to visit post-offices, 136; estimates, 136.

Money-order system 137

Operations of system since its organization, 137; offices in operation, established and discontinued, 138; domestic business for the year, 138; international business for the year, 139; recapitulation, 139; transfers, 139; reserve, 140; payment of invalid domestic orders, 140; erroneous payment of money orders, 141; duplicate money orders, 141; loss of money-order funds in transit and by burglary, 141; surplus funds remitted, 141; repayment of international orders, 142; drafts on New York, 142; incidental expenses, 142; bills of exchange, 143; extension of international system, 143; deposit of revenue, 143; general statement of receipts and expenditures, 144; new legislation, bonds of clerks in post-offices, 144.

Dead-Letter Office 145

Lack of postage or misdirected, 146; hotel and registered matter, 146; valuable mail, 147; carelessness in posting, 147; international, 147; holiday mail, 148; from other countries, 148; return matter registered, 148; names of senders should be added, 149; missing mail matter, 149; mail matter received and disposed of during the year, 149; volume of matter handled, 151; mail matter on hand from preceding year, 151; disposition of mail matter unopened, 152; classification of mail matter

REPORT OF THE FIRST ASSISTANT POSTMASTER-GENERAL—Continued. Page.
Dead-Letter Office—Continued.
opened during the year, 152; disposition of mail matter opened, 152; recapitulation, 153; matter returned from foreign countries, 153; dead registered matter, 154; value of inclosures in mail matter restored to owners, 154; disposition of parcels filed in Dead-Letter Office, 154; revenue derived from dead mail matter, 154; postage stamps, 155; dead matter given to charitable institutions, 155; inquiries for missing mail matter, 155; number of pieces handled, 156; disposition of matter opened in Dead-Letter Office, 157; unmailable, hotel, and fictitious matter received at Dead-Letter Office, 158; dead mail matter of foreign origin received and disposed of, 159; statement of letters originating in United States returned by foreign countries as undeliverable, 159; class and number of pieces of undelivered matter returned to and received from foreign countries, 160; classification, number, and disposition of dead registered letters, 161; treatmeant of parcels, 161.
Division of correspondence 162
Green-goods correspondence suppressed, 163; boycotting postmasters, 163.
REPORT OF THE SECOND ASSISTANT POSTMASTER-GENERAL 165
Mail service in general, 167; summary of all classes of service in operation June 30, 1897, 167; mail service in detail, 168; star service, 168; special office service, 171; steamboat service, 171; mail-messenger service, 172; pneumatic tubes, 173; regulation, screen, and other wagon service, 176; change in advertisement of wagon service, 177; collection and distribution wagons, 178; railroad transportation, 178; annual increase in cost of railroad transportation for the past ten years, 179; annual increase in cost of railroad transportation and railroad post-office cars combined for the past ten years, 179; special facilities, 179; electric and cable car service, 180; service in independent motor cars, 181; service in trailer cars, 181; Railway Mail Service, 182; extent of service, 182; distribution, 182; case examinations, 182; casualties, 182; reclassification of the Railway Mail Service, 183; improvements, 183; recommendations, 183; newspaper mail, 184; railway post-office cars, 185; railway post-office clerks, 185; mail equipments, 186; contracts for pouches and sacks, 186; mail catchers, 187; number of mail bags in use, 188; division of inspection, 189; foreign mails, 190; transfer of mail in New York Harbor, 191; Universal Postal Union, 192; expenditures, appropriations, and estimates, 192; increase in expenditures for mail transportation, 193; clerical force, 193.
TABLE A.—Comparison between the annual rates of expenditure at the close of the two preceding years, the appropriation for the current year, and the estimate for next year 195
TABLE B.—Statement showing, by States and contract sections, the length of routes, annual rate of expenditure, and distance traveled in each class of service 196
TABLE C.—All railroad and railway post-office car service in operation, shown in detail by States and routes 272
TABLE D.—All steamboat service in operation, shown by States and routes 327
TABLE E.—Regulation, screen, or other wagon service, in detail by States and routes. 334
TABLE F [1].—All electric and cable car service in operation June 30, 1897 339
TABLE F [2].—All electric and cable car service in operation July 1, 1897, showing details as to each route 348
TABLE G.—Statement of service by classes, showing the extent of service in operation June 30, 1897 and 1896, respectively, the increase or decrease, and the percentage of increase or decrease 389
TABLE H.—Statement of weights of mails, speed, accommodations for mails, pay, etc., on railroad routes on which the pay was readjusted 391
TABLE I.—Statistics of railroad mail service from 1836 to 1897 451
TABLE K.—Increases and decreases in each class of service, by States 452
TABLE L.—Statement showing deductions and fines imposed and remissions made on pay of contractors 460
TABLE M.—Statement of contracts for mail equipments made or in effect during last fiscal year 464
TABLE N.—Itemized statement of the number, prices, and cost of all mail bags, and the cost of wages, cotton canvas, leather, and other material paid for last year out of the appropriation for mail bags, etc 470
TABLE O.—Expenditures for supplying the service with mail locks and keys 471
TABLE P.—Expenditures for repair shop for mail equipment 471
TABLE Q.—Number and kind of bags repaired and made in the equipment shop 472
TABLE R.—Itemized statement of work done in the mail-lock shop last year and a contrast of the cost of the same with the cost under the last contract 473
TABLE S.—Expenditures for mail bags 1877 to 1897, compared with growth of the service as indicated by other statistics 474

REPORT OF THE SECOND ASSISTANT POSTMASTER-GENERAL—Continued. Page.
TABLE T.—Mail bags received at and issued from the mail-bag storehouse in this city last year 475
TABLE U.—Mail bags repaired and condemned 1890 to 1897 477
TABLE V.—Mail bags used at the New York post-office last year 479
TABLE W.—Mail equipment used in the eight grand depository post-offices 481
TABLE X.—Work done at the mail-bag-repair shop 482
TABLE Y.—Number and kinds of bags handled in the mail-bag storehouse 483
REPORT OF THE GENERAL SUPERINTENDENT OF RAILWAY MAIL SERVICE 485
Number of lines and clerks, 487; mileage, 488; equipment, 488; mail distributed, 488; errors in distribution, 489; missent and misdirected matter, 489; errors in distribution in post-offices, 489; nixes, 489; case examinations, 490; casualties, 490; reclassification, 493; draft of bill to reclassify and prescribe the salaries of railway postal clerks, 494; protection of clerks while in the discharge of their official duties, 496; civil service—promotion, 496; second-class mail—relations of publishers to the service, 497; second-class mail sent into certain offices, 498; second-class matter received from publishers, 499; improvements, 501; city distributors, 506; electric and cable lines, 507; addressing mail matter, 508; assistant superintendents, 509; estimates and expenditures, 510; railway post-office clerks, 510; estimate for railway post-office cars, 511; conclusion, 512.
Casualties 512
REPORT OF THE SUPERINTENDENT OF FOREIGN MAILS 543
TABLE A.—Statement of net weights and percentages of the mails dispatched 546
TABLE B.—Statement of net weight of United States mails conveyed and compensation received therefor by the steamers appointed to transport them, 548; transatlantic service, 548: transpacific service, 548; miscellaneous service, 549.
TABLE C.—Statement of net weights of closed mails of foreign origin forwarded and amounts paid by Department to steamers which conveyed them from the United States, 551; transatlantic service, 551; miscellaneous service, 551, contract service, 551; cost of service, 551; estimate for fiscal year 1898–99, 553.
TABLE D.—Estimate of number of articles exchanged with all foreign countries and amount of postage estimated to have been received thereon 555
TABLE E.—Statement of number of trips made per quarter and year, average time of trips, and quickest trip made by each steamer from New York to London and Paris 556
UNIVERSAL POSTAL UNION 557
See post-offices, 563; casualties, 564; parcels post, 564; contract ocean-mail service, 564; transatlantic mails, 565; Central and South American mails, 566; transpacific mails, 566; office work, 567; general observations, 567.
APPENDICES 569
(1) Universal Postal Convention (governing the exchange of mails generally), 569; (2) arrangement for the exchange of articles bearing a declaration of their value, 609; (3) arrangement for the exchange of money orders, 622; (4) convention for the exchange of parcels, 633; (5) arrangement for a collection (C O. D.) service, 655; (6) arrangement for the use of "Books of identity," 663; (7) arrangement for subscription at post-offices to periodical publications, 668; international postal statistical tables, 675.
REPORT OF THE THIRD ASSISTANT POSTMASTER-GENERAL 683
Financial statement, 685; losses by bad debts and compromises, 686; amounts drawn from the Treasury, 686; transactions at Treasury depositories, 686; appropriations, expenditures, and estimates, 687; finance division, 687; funds received at the Department and turned over to the finance division during the fiscal year, 687; dead-letter fund, 688; special-delivery system, 688; stamp division, 689; value of stamped envelopes over their cost, 689; other issues through the stamp division, 689; stamped letter sheets, 689; requisitions filled, 690; parcels sent, 690; redemptions, 690; distribution of postal cards, 691; watermarked stamps, 691; postage on second-class matter, 691; destruction of old dies, rolls, and plates of postal cards, stamped envelopes, and postage stamps, 691; new contract for postal cards, 692; changes in postal cards, 692; work of classification division, 693; collection of third-class postage, 693; division of registration, 693, losses, 694; registered pouch, inner-sack, and brass-lock exchanges, 694; general improvements, 695; limited indemnity for lost registered letters, 695; new contract for registered package, tag, official, and dead-letter envelopes, 696; new arrangement for manufacture of postage stamps, 697; discontinuance of use of newspaper and periodical stamps, 697; loss of revenue from failure to collect postage on short-paid matter, 698; number of pieces of mail matter, 700; division of files, records, and mails, 700

REPORT OF THE FOURTH ASSISTANT POSTMASTER-GENERAL—Continued. Page.
TABLE E.—Comparative statement showing Presidential offices, their rank; the population of States, and their rank 787
TABLE F.—Fourth-class offices and average compensation of postmasters 788
TABLE G.—Gross receipts of post-offices: also number of offices by States and Territories and their rank 789
TABLE H.—Total number of cases acted on during fiscal year 790
Division of bonds and commissions, 791; bonds, 791; sureties on bonds, 792; records of the division, 793; reports, 794; commissions 794; amount and character of work done in bond division for fiscal year ending June 30, 1897, 795.
Division of post-office inspectors and mail depredations, 796; registered cases, 797; recapitulation of A cases, 798; ordinary cases, 798, miscellaneous cases, 799; burglaries, burnings, and wrecks, 800; foreign cases, 801; summary of F cases, 802; arrests, 802; rewards, 803; moneys received and returned to owners, 804; inspection of post-offices, 805; inquiry divisions, 805; books and blanks, 805; theft by railway postal clerks not a continuous offense 805, new edition of Postal Laws and Regulations, 806; special cases, 806; recommendations, 809.
EXHIBIT A.—Number and character of complaints (by States), upon which A cases were made up and referred to post office inspectors for investigation during the year 811
EXHIBIT B.—Record of A (registered) cases referred, investigated, and closed 811
EXHIBIT C.—Record of A (registered) cases referred in previous years, investigated, and closed 811, 812
EXHIBIT D.—Complaints received and result of complaints investigated 812
EXHIBIT E.—Number, nature of cases, and office of original reference of miscellaneous cases (Class C) referred to post-office inspectors for investigation 814
EXHIBIT F.—Disposition by office of chief post-office inspector of miscellaneous cases (Class C) referred to and reported upon by post-office inspectors 815
EXHIBIT G.—Recapitulation 815
EXHIBIT H.—Complaints received and result of complaints investigated (Class D), special depredations 816
EXHIBIT I.—Statement of number, classification, and disposition of cases of arrests 818
REPORT OF THE AUDITOR FOR THE POST-OFFICE DEPARTMENT TO THE SECRETARY OF THE TREASURY 821
Work of the Bureau, 823; postal accounts, 826; useless papers, 827; money-order accounts, 827; double payment of money orders, 827; application for warrants, 827; unpaid domestic money orders, 828; outstanding indebtedness, 828; recapitulation, 828; accounts with Treasury Department adjusted and certified to September 30, 1897 829; collections by suit, 829.
APPENDIX.—Suits pending June 30, 1897 830
REPORT OF THE AUDITOR FOR THE POST-OFFICE DEPARTMENT TO THE POSTMASTER-GENERAL 845
Revenue account of the Post-Office Department, 845; postmasters' quarterly accounts current, 848; mail transportation, 849; foreign mail transportation, 850; Pacific Railroad service 850
No. 1.—Statement exhibiting quarterly the receipts of the Post-Office Department, under their several heads 851
No. 2.—Statement exhibiting the expenditures of the Post-Office Department, under their several heads 852
No. 3.—Statement, by States, of the postal receipts and expenditures of the United States 854
No. 4.—Statement showing the condition of the account, with each item of the appropriation for the service of the Post-Office Department 856
No. 5.—Statement in detail of miscellaneous payments made by the Post-Office Department and charged to "Miscellaneous items, office of the Postmaster-General" 857
No. 6.—Statement in detail of miscellaneous payments made by the Post-Office Department and charged to "Miscellaneous items, First Assistant Postmaster-General" 857
No. 7.—Statement in detail of miscellaneous payments made by the Post-Office Department and charged to "Miscellaneous items, Second Assistant Postmaster-General" 858
No. 8.—Tabulation, by States, of the number of fourth-class post-offices according to the amount of postmasters' compensation 859
No. 9.—Comparative statement of receipts and expenditures of the Post-office Department from 1836 860
No. 10.—Gross receipts, expenses, and net revenues of Presidential post-offices 861
No. 11.—Statement showing the transactions of the money order offices of the United States 948

REPORT OF THE AUDITOR FOR THE POST-OFFICE DEPARTMENT, ETC.—Continued. Page.
No. 12.—Statement showing the receipts and disbursements of the money-order offices of the United States 953
No. 13.—Statement showing the transfers to and from the money-order account 953
No. 14.—Statement showing the money-order transactions with the assistant United States treasurer at New York, N Y., and Chicago, Ill 953
No. 15.—Statement showing the revenue which accrued on money-order transactions .. 954
No. 16.—Statement of assets and liabilities 954
No. 17.—Statement showing the principal international money-order transactions 955
No. 18.—Statement of weight of letters, newspapers, etc., sent by sea from the United States to European countries, and India, Turkey in Asia, and South Africa 957
No. 19.—Weight of letters, newspapers, etc., conveyed to foreign countries, other than European, by steamship lines 959
No. 20.—Weight of letters, newspapers, etc., sent by sea from the United States to countries, other than European, of the Universal Postal Union 960
No. 21.—Weight of retransported foreign closed mails and cost of the carriage of the same by steamship companies 961

REPORT

OF

THE POSTMASTER-GE[illegible]

POST-OFFICE DEPARTMENT,
Washington, D. C., October [illegible]

To the PRESIDENT:

I have the honor to present this report of the [illegible] of the Post-Office Department for the fiscal [illegible] June 30, 1897, supplemented, as is customary [illegible] additional information bearing upon the current [illegible] service for the first three months of the present [illegible] as is available and of interest. It is proper [illegible] two-thirds of the year had elapsed before I [illegible] the discharge of my duties. Therefore this report, [illegible] as it relates to the fiscal year 1897, must be [illegible] a large degree, a record of the workings of the [illegible] ment under the direction of my predecessor.

The following statement shows, in brief, the [illegible] operations of the Department for the year

REVENUES AND EXPENDITURES.

Ordinary postal revenue	[illegible]
Receipts from money-order business	[illegible]
Total receipts from all sources	[illegible]
Total expenditure for the service of the year, not including earnings of the Pacific railroads ($1,323,[illegible] which are credited on their debt to the Government	[illegible]
Excess of expenditures over receipts	[illegible]

In the expenditures are included payments on a number of different items made on account of the previous year—obligations that were unsettled [illegible] the time of making up the figures for the annual report of the Department—amounting to [illegible]

The total receipts, 1897, were	[illegible]
The total receipts, 1896, were	[illegible]
Increase of receipts, 1897	[illegible]

This is about one-fifth of 1 per cent. While the increase of 1896 over 1895 was over 7 per cent.

Total expenditures, 1897	[illegible]
Total expenditures, 1896	[illegible]
Increase of expenditures, 1897	[illegible]

This is at the rate of 3.8 per cent increase over the preceding year as against 4.4 for the latter over the year 1895.

Total deficiency, 1897	$11,411,779.65
Total deficiency, 1896	8,127,088.44
Increase of deficiency	3,284,691.21

These comparisons are not upon their face favorable; yet an analysis of the quarterly statements of receipts and expenditures upon which they are founded will afford some ground for encouragement.

Increase of receipts.

For example, though the receipts for the first three quarters of the fiscal year now under review show a decrease as compared with corresponding quarters of the previous fiscal year, the receipts for the last quarter of 1897 (the first full quarter of the present administration) show an increase of over 2 per cent; and advanced returns from postmasters for the first quarter of the present fiscal year indicate a still more pronounced increase, amounting to about 8 per cent.

Payments on account of previous year.

Again, though there was an increase of 4.2 per cent in the expenditures for the quarter ending June 30, 1896, over the corresponding quarter of the previous year, and a like increase of 3.5 per cent during the first quarter of 1897, the quarter ending June 30, 1897, shows a reduction in the ratio of expenditure to a trifle over 3 per cent, and the ratio of increase in expenditures during the whole fiscal year was reduced to 3.8 per cent, as against 4.4 per cent in 1896, notwithstanding the fact that during the fiscal year 1897 nearly $300,000 was expended on account of the previous year, and the further fact that several heavy items of expenditure not included in the previous year's business were included in the postal budget of 1897 by appropriations made by Congress.

I append an estimate of the revenues and expenditures, submitted through the Secretary of the Treasury, for the fiscal year ending June 30, 1899:

Estimates for 1898 and 1899.

Total postal revenue for 1897	$82,665,462.73
Add 5 per cent	4,133,273.13
Estimated revenue for 1898	86,798,735.86
Add 7 per cent	6,075,911.51
Total estimated revenue for 1899	92,874,647.37
Estimated expenditures for 1899	98,922,760.00
Deficiency for 1899, estimated	6,048,112.63

While the ordinary principles that govern the commercial world should undoubtedly be applied as far as practicable to the management of this great business depart-

ment of the Government to the end that economies may prevail, and at the same time efficient service be maintained, it must be remembered that the acts of Congress regulate in a great measure both the receipts and expenditures of the Department, so that the final results are largely determined by factors not absolutely under the control of those who administer its affairs.

Receipts and expenditures largely regulated by legislation.

This is especially made apparent by the laws of Congress which control second-class mail matter, under the requirements of which an excess of expenditures over receipts has been incurred during the last fiscal year amounting to many millions of dollars more than the entire postal deficit for the year.

CAUSE OF THE INCREASED DEFICIT.

Examination of the detailed tables of receipts and expenditures which are presented in this report will, I think, demonstrate very clearly that the increase of the postal deficit for 1897 is largely a reflex of the depressed business conditions which prevailed all over the United States during the first three quarters of that period. There has been no extravagance of expenditure, except that rendered obligatory by law. On the contrary, the operations of the Department in all its branches have been conducted with a close regard to economy and proper business methods, and at an actual saving in percentage over the previous year. All its officers have been held to a strict accountability, and have shown commendable zeal and fidelity in the discharge of their duties. There has simply been a falling off in the amount of business done, or rather the increase of business which would normally result from the growth of population and wealth has been checked by adverse influences.

Deficit due to business depression, and abuse of second-class rates.

The money-order system, an accurate barometer of commercial activity, which for thirty-two years previously had shown a constantly increasing percentage of receipts over expenditures, returned last year only 2 per cent increase, as against 7 per cent the year preceding. The income from registration decreased 4 per cent. There was not the usual increase in the number of letters carried at first-class postage rates, or of third or fourth class matter, all of which classes yield a considerable profit. But, on the other hand, there was an increase of 16,000,000 pounds, or 4¾ per cent. in the weight of second-class mail matter carried, at a loss of more than 7 cents a pound; and, owing to the exigencies of a Presidential election, the bulk of frankable matter

handled, free of charge, was probably more than doubled. In the conditions above enumerated lie the causes of the increased deficiency.

I confidently anticipate, as the unfavorable comparison of receipts with expenditures has thus resulted in great part from the depression of all industries in the United States, that under the improved business conditions now prevailing throughout the country the revenues and expenditures of the Post-Office Department will soon adjust themselves more nearly on lines of equality. Progress in this direction is already apparent, and there is reason to believe that its momentum will be accelerated as the fiscal year advances.

LOSS ON SECOND-CLASS MATTER.

History of second-class legislation.

The injustice inflicted both upon the postal revenues and the people by existing laws regulating the carrying of second-class mail matter has been represented to Congress in reports from this Department for ten years past with cumulative force, but without effect in remedial legislation.

By acts of Congress passed in 1874, 1879, 1885, and 1894, a privileged class has been created, entitled to the use of the United States mail service either free of charge or at a cost far below the price the Government is compelled to pay the railroad companies for the transportation of the mails thus carried. The right thus conferred is entirely distinct from the right to frank official documents, which is given to Members of Congress and the officials of the Executive Departments and other public servants. It is bestowed upon persons engaged in private enterprises, and inures simply to their emolument, without any appreciable benefit to the public at large, while the loss on this service, now amounting to more than $26,000,000 a year, is defrayed out of the proceeds of taxation drawn from all classes of the people.

The earliest concession—one to which little or no objection on the ground of public policy has ever been raised—was made to publishers of country newspapers, and permitted them to send one copy of their paper free to each subscriber living within the county of publication. This was followed up by granting to publishers of newspapers the right to send out their issues beyond the limits of the county at a nominal price of 1 cent a pound. To this also no serious objection was made, so long as the exercise of the privilege was confined to legitimate newspapers.

But when, by subsequent legislation, paper-covered novels and reprints of books were included under the cent-a-pound clause, as "periodicals" or "supplements";

when so-called newspapers, or house organs, issued primarily for advertising purposes for the benefit of business firms, and when publications claiming to emanate from fraternal or benevolent societies were given the right of transmittal at 1 cent a pound, and the same rate was established for the return of unsold papers and periodicals, the abuses of the system became apparent, but the difficulty of correcting the evil seems to have grown in exact ratio with its demands on the Treasury.

The weight of mail matter carried under provisions of the law, originally intended to confer a public benefit, but since perverted to purposes of wrong and injustice, is increasing in ominous proportions. Its growth, stated in round figures, has been as follows:

Large increase of unprofitable business.

	Pounds.		Pounds.
1888	143,000,000	1893	301,000,000
1889	190,000,000	1894	300,000,000
1890	205,000,000	1895	312,000,000
1891	232,000,000	1896	349,000,000
1892	262,000,000	1897	365,000,000

The cost to the Government of transmitting the 365,000,000 pounds of second-class mail matter carried during the past fiscal year is estimated at $29,000,000; the postal revenue received from it is estimated at $3,000,000, leaving a loss, on transportation alone, of $26,000,000.

These figures convey their own comment. It is impossible to continue the present system of second-class mail transportation without eventually swamping the revenues of the postal service.

A bill (H. R. 4566) was favorably reported to the Fifty-fourth Congress to remedy this wrong, but failed of passage. It is proposed to exclude from second-class rates paper-covered books, whether purporting to be "premiums" or "supplements;" to regulate the transmission of so-called sample copies; to increase the rate of postage on returned publications, and to limit and control the admission to second-class rates of publications of self-styled benevolent societies.

Remedial legislation urged.

I earnestly hope that this or some similar measure may be enacted into law during the coming session of Congress. *If this were done there would be an end to postal deficits, and the service could be enlarged and popularized by a broad extension of free delivery without infringement upon the general resources of the Government*, and eventually result in the much-desired reduction of letter postage to 1 cent per ounce.

CONSOLIDATION OF POST-OFFICES.

Among many methods of perfecting the organization of the service which have been from time to time suggested, none has proved more effective than the consolidation of post-offices. It is to be regretted that the development of this system has been retarded by restrictions placed upon it by legislation, but as these limitations are clearly prejudicial to the public interests, it is expected that they will not be continued.

Better organization of service needed.

The present relations of postmasters and other local officers toward the heads of the Department have been aptly compared by one of my predecessors to those of an army organized in companies, without regiments or brigades, so that the company captain makes his report to the general commanding, and is subject to no supervision or control except such as can be directed from headquarters. It is obvious that an organization of this character is not likely to produce the best results.

Postmaster-General Wanamaker suggested the division of the country into a certain number of postal districts, and placing all the post-offices of each district under the immediate charge of a supervisor, who should have power to regulate all details of administration under such rules as might be prescribed by the Department, and with the cooperation of the regular post-office inspectors. Neither this plan, nor a similar scheme suggested by Postmaster-General Bissell, to appoint a superintendent of post-offices for each State, commended itself to the favorable consideration of Congress.

The manner of consolidating offices.

But my immediate predecessor found it practicable, without asking for any change in existing law, to put in operation a plan which tended to promote the discipline and efficiency of the service without enhancing its cost. This consisted in the consolidation of post-offices where two or more offices were immediately contiguous. The manner of consolidation is quite simple. One free-delivery office, after proper investigation, is selected by the Postmaster-General as the central office, and the other offices, without change of name or obliteration of their identity, are constituted stations or substations, and are placed in charge of a superintendent or clerk reporting to and directed by the postmaster of the central office with which they are consolidated. Thus in one instance during the last year as many as eight postmasters were dispensed with by one consolidation, and instead of there being nine independent

post-offices, each with its separate set of accounts, all reporting to and managed from the Department at Washington, there is now but one office brought into direct communication with the Department; increased vigilance of direct supervision is established, and concentration of responsibility is secured. The salaries of the postmasters of the offices changed to stations are abolished, and the superintendents or clerks placed in charge of them are paid out of the appropriation for clerk hire.

Economy of consolidation.

Wherever consolidations of this kind have been effected the result has been a decrease in the item of salaries of unnecessary postmasters, an increase, of less amount, in the salaries of working superintendents and clerks, a net saving in the total cost, and a marked advancement in the discipline and efficiency of the service.

The development of this wholesale improvement in postal administration was checked to some extent by the insertion of the following clause in the law making appropriations for the postal service for the fiscal year 1896:

> *Provided*, That no post-office established at any county seat shall be abolished or discontinued by reason of any consolidation of post offices made by the Postmaster-General under existing law, and any such post-office at a county seat heretofore consolidated shall be established as a separate post-office at such county seat: *Provided, however*, That this provision shall not apply to the city of Cambridge, Massachusetts, or to Towson, Maryland: *And provided further*, That hereafter no station, sub-station, or branch post-office shall be established beyond the corporate limits or boundaries of any city or town in which the principal office to which such station, sub-station, or branch office is attached is located, except in cases of villages, towns, or cities of fifteen hundred or more inhabitants not distant more than five miles as near as may be from the outer boundary or limits of such city or town in which the principal office is located.

Repeal of restrictive legislation recommended.

I trust that this provision, which had its origin in local causes, will be repealed.

SALARIES OF POSTMASTERS.

In the adjustment of the salaries of first, second, and third class postmasters (ranging from $1,000 to $6,000 per annum) at the end of the fiscal year, under the provisions of an act passed March 3, 1883, it has been deemed advisable to verify the quarterly returns of the postmasters by comparison with the records of the Auditor for the Post-Office Department. But to do this under existing conditions requires the temporary withdrawal from the Auditor's office of nearly 16,000 quarterly returns. I approve the suggestion of the First Assistant Postmaster-

General that a change in the law be made which would lessen this labor.

The readjustments of salaries for the present fiscal year show an increase in the compensation of the 3,733 postmasters, falling under the provisions of the law, of $230,800, and a reduction of compensation amounting to $133,200, leaving a net increase of $97,600.

RENTAL OF BUILDINGS.

Of the 914 post-offices and stations in the United States 240 were in Government buildings at the end of the fiscal year, and about twenty additional public buildings were nearing completion, which, when occupied by post-offices, will result in an annual saving of $48,000. Eight hundred and thirty-two post-offices and stations and substations are in leased buildings, the rentals amounting to nearly $800,000 a year.

Government ownership of buildings.

It is estimated that a sum equal to double the present appropriation for rent for ten years would enable the Government to own every post-office and postal station now in a leased building.

In the meantime, and until Congress desires to take some action in this direction, it is suggested that a very great saving to the Government would result from authority to increase the period for which the Department is authorized to lease buildings for post-office purposes from five to ten years.

DEAD LETTERS.

Notwithstanding continued efforts on the part of this Department to enjoin upon the public reasonable care in the addressing of letters and precautions to insure the return, unopened, to the senders of any undelivered mail matter, the daily record of dead letters returned to the Department for disposal has averaged 20,000 for every business day in the year. It is a curious feature of this misdirected service that over 50 per cent of it comes from the great business centers. Twenty-eight thousand letters were mailed during the year without any address whatever. More than $30,000, chiefly in small sums, were taken out of imperfectly addressed letters or found in communications addressed to persons or firms engaged in business pronounced fraudulent and denied the use of the mails. Twenty-three thousand dollars of this amount has either been handed back to the senders or delivered (when untainted by fraud) to the persons for whom the remittances

were intended, and $4,000 is reported as remaining in the hands of postmasters awaiting delivery. These figures do not include drafts, checks, notes, deeds, and other valuable documents sent to the dead-letter office, which on their face represented a total value exceeding $896,000.

The amount of money derived from dead-letter mail matter during the year and not returnable, which was turned over to the Third Assistant Postmaster-General for deposit in the Treasury, was $8,302.

MONEY-ORDER STATISTICS.

The total number of money-order offices at the end of the year was 20,031. There were but 419 money-order offices in the United States in 1865, the year in which the system was established, and the cost of the service in that year was $7,000 greater than the receipts. In the past fiscal year the receipts for money orders yielded an excess over expenses of $790,000. The number of international money-order offices issuing orders upon foreign countries with whom we have money-order conventions increased 122 during the year, the total number being now 3,011. Both home and foreign service reflected the general business conditions. There was a falling off of about 4 per cent in the amounts remitted from the United States to foreign countries, and an increase of about the same proportion in the amount of remittances made in foreign countries to residents of the United States.

Bonds for money order clerks urged.

I heartily indorse the renewed recommendation of the First Assistant Postmaster-General, that suitable bonds should be required of clerks who handle money-order funds. The transactions of a system which involves remittances, foreign and domestic, amounting to at least $190,000,000 a year are too vast to permit of methods other than those of undoubted security.

FREE DELIVERY.

Free delivery, the branch of the postal service which comes closer to the people than any other, has made notable progress. It was retarded somewhat during the fiscal year 1896–97 by insufficient appropriations, and though many cities which came within the requirements of the law by showing a population of 10,000 or more, or gross postal receipts of $10,000 or upward, asked for inclusion in the free-delivery system, none could be admitted because the amount provided by Congress for that year was barely sufficient to supply the needs of the service as already estab-

lished. With the commencement of the present fiscal year a special appropriation became available for the extension of the city free delivery. All the more important offices now entitled to free delivery will soon receive the advantages of that service.

Several progressive movements in this service have been inaugurated or extended during the year, a detailed account of which will be found in the report of the First Assistant Postmaster-General.

FREE RURAL DELIVERY.

In the experimental extension of free delivery to the rural districts some interesting results have been obtained. This service, commenced in October, 1896, has been carried on for a year over selected routes in twenty-nine States under such varying conditions as to give the experiment the fairest and fullest test. Congress placed $40,000 at the disposal of the Department for this purpose in the fiscal year 1896–97, and provided $50,000 for a continuation of the experiment during the present fiscal year. It would be difficult to point to any like expenditure of public money which has been more generously appreciated by the people, or which has conferred greater benefits in proportion to the amount expended.

The response from each community in which rural delivery has been introduced is that, rather than have it discontinued after once experiencing its benefits, most of the people served would willingly defray the cost themselves, either by paying the salaries of the carriers or by submitting to an increase of postage for rural delivery.

Demand for rural delivery.

The advantages of being able to receive a daily newspaper, so as to keep in touch with the news of the world and with the condition of the markets which regulate the price of their products, and the enhancement of comfort in having the mails collected and delivered daily at their homes instead of having to ride or walk in all inclemencies of weather to the nearest post-office or railway station, have been appreciated, and many expressions of gratitude have reached the Department from the beneficiaries of this system.

Another noticeable fact is the loyal service of the carriers employed in the rural districts. Though receiving a maximum pay of but $300 a year and furnishing their own means of conveyance, many of those men ride 20 or 30 miles a day in all kinds of weather, over every description of road, and often across farms where there are no roads

at all, with cheerful alacrity. The farmers themselves facilitate the service as much as possible by placing boxes at convenient points for the reception of mail. In every instance the introduction of the service has resulted in an increase of the amount of mail matter handled. There is no doubt of the desire wherever the system has been tried that it should be made permanent. There is equally no doubt in my mind that, as stated in the report of the Committee on Post-Offices and Post-Roads of the Fifty-fourth Congress, the continuance of rural postal delivery "will elevate the standard of intelligence and promote the welfare of the people." It has unquestionably proved itself a potent factor in the attainment of what should be one of the chief aims of our Government, the granting of the best possible postal facilities to the farmer and his family, who have, in the past, and not without good cause perhaps, thought that the Government did not consider them entitled to improved service, while the residents of cities and towns, with infinitely more comforts in everyday life, are given every blessing that the Department can bestow.

Free rural delivery increases postal business.

It is due the farmer.

THE MAIL TRANSPORTATION SERVICE.

The extent of the mail service of the United States and the great demands which its continued and successful development make upon the capacities and fidelity of those actively engaged in the service can be shown in a condensed form by a few groups of figures taken from the tabulated statements annexed to this report.

The inland mail routes daily traversed by the postal service extend over 470,000 miles. The total number of miles traveled in the inland mail service during the past fiscal year was close upon 421,000,000 and the cost was $49,862,074. That proper economy was maintained is shown by the fact that though there was an increase of over 11,462,000 miles in the distances included in the service the increase of expense was considerably less than 5 per cent—the smallest ratio of increase, with one exception, in ten years.

In detail the tables show that the transportation over railroad routes covered 173,475 miles, over which the annual mail travel was 273,190,356 miles—an increase of more than 1,250,000 miles, at an extra cost of less than $1,230,000.

The advertised bids for the next fiscal year contemplate an extension of 2,700,000 miles of railroad mail travel in the States west of the Mississippi River.

REPORT

OF

THE POSTMASTER-GENERAL.

POST-OFFICE DEPARTMENT,
Washington, D. C., October 25, 1897.

To the PRESIDENT:

I have the honor to present this report of the operations of the Post-Office Department for the fiscal year ending June 30, 1897, supplemented, as is customary, by such additional information bearing upon the conduct of the service for the first three months of the present fiscal year as is available and of interest. It is proper to note that two-thirds of the year had elapsed before I entered upon the discharge of my duties. Therefore this report, so far as it relates to the fiscal year 1897, must be necessarily, to a large degree, a record of the workings of the Department under the direction of my predecessor.

The following statement shows, in brief, the financial operations of the Department for the year:

REVENUES AND EXPENDITURES.

Ordinary postal revenue	$81,698,281.67
Receipts from money-order business	967,181.06
Total receipts from all sources	82,665,462.73
Total expenditure for the service of the year, not including earnings of the Pacific railroads ($1,575,806.25) which are credited on their debt to the Government.	94,077,242.38
Excess of expenditures over receipts	11,411,779.65

In the expenditures are included payments under a number of different items made on account of the previous year—obligations that were unsettled and outstanding at the time of making up the figures for the last annual report of the Department—amounting to $295,954.52.

The total receipts, 1897, were	$82,665,462.73
The total receipts, 1896, were	82,499,208.40
Increase of receipts, 1897	166,254.33

This is about one-fifth of 1 per cent, while the increase of 1896 over 1895 was over 7 per cent.

Total expenditures, 1897	$94,077,242.38
Total expenditures, 1896	90,626,296.84
Increase of expenditures, 1897	3,450,945.54

$1,825,000; for balances due foreign countries, $120,000. The appropriation for the current year for foreign transportation is $1,836,000, and for balances due foreign countries $142,000. In the amount for transportation is included $40,000 for transferring the foreign mail from incoming steamships in New York Bay. Under this authorization a contract was made for furnishing a steamer suitably fitted up, for the exclusive use of the Department, to meet all incoming mail steamships of the principal lines at quarantine in New York Harbor, receive the mails, and transport them at once to the piers convenient to the New York post-office and the several railroad stations. These mails are separated while on the special steamer so that much of the through mail is taken to the railroad station to connect with the first outgoing train. The time saved in this manner greatly expedites the delivery of foreign mails.

EXPENDITURES IN DETAIL.

The following are the items of expenditure for the service for the year:

Railroad transportation of the mails	$28,965,763.52
Compensation of postmasters	16,917,621.65
Free-delivery service	12,911,261.79
Compensation of clerks in post-offices	10,376,105.73
Compensation of railway postal clerks	7,730,396.35
Star-route transportation of the mails	5,322,484.86
Railway post-office car service	3,361,313.76
Transportation of foreign mails	1,703,515.05
Rent, light, and fuel for first, second, and third class offices	1,512,406.90
Mail-messenger service	951,624.29
Manufacture of stamped envelopes	719,267.34
Wagon service	705,260.25
Steamboat transportation of the mails	401,262.95
Mail bags and catchers	343,324.59
Special-delivery service	333,057.80
Mail depredations and post-office inspectors	273,704.00
Balances due foreign countries	191,928.05
Manufacture of postal cards	171,575.03
Mail transportation—special facilities on railroads	162,978.33
Manufacture of postage stamps	155,493.35
Electric and cable car transportation of the mails	139,734.81
Miscellaneous expenses of post-offices, including office furniture	138,900.57
Registered-package, tag, official, and dead-letter envelopes	91,870.39
Additional compensation to Oceanic Steamship Company	80,000.00
Wrapping twine	79,971.63
Canceling machines	51,038.55

Stationery for post-offices	$49,887.05
Mail locks and keys	41,964.13
Wrapping paper	39,380.00
Expenditures under seventeen smaller items of appropriation	154,149.66
Total expenditures	94,077,242.38

POSTAL REVENUE.

The following statement shows the revenue, by items:

Sales of stamps, stamped envelopes, and postal cards	$78,959,545.66
Box rents	2,522,851.21
Money-order business	967,181.06
Letter postage paid in money, being principally balances from foreign postal administrations	154,322.81
Fines and penalties	26,579.29
Miscellaneous receipts	23,545.66
Receipts from unclaimed dead letters	11,437.04
Total receipts	82,665,462.73
Excess of expenditures over receipts	11,411,779.65

DETAILS OF ADMINISTRATION.

The business of the special-delivery service is steadily increasing, and yielded last year a profit to the Government of $104,640. There were 4,382,082 special-delivery letters or packages handled.

Decrease of revenue from registered letter fees.

The fees derived from the registered-mail service amounted to $935,232, which was a decrease of $40,156 as compared with the previous year. The total number of registered letters or packages was 14,559,083, of which 2,868,677 were official, and were registered free of charge.

An act approved February 27, 1897, authorized a limited indemnity to be given for registered mail matter lost in transmission, but made no specific appropriation for the payment of claims thus arising. An appropriation of $6,000 is asked for this purpose.

The total number of postage stamps, stamped envelopes, and postal cards issued to postmasters during the year was 4,201,737,904, the value of which amounted to $79,631,561.61.

A new contract has been entered into for the manufacture of postal cards, at a saving of $50,000 a year.

In connection with the increased transportation of second-class matter, elsewhere discussed, the report of the Third Assistant Postmaster-General gives the following particulars:

Weight of second-class matter.

Total weight in pounds of second-class matter mailed on which postage was paid	310,658,155
Total weight in pounds of second-class matter mailed free in counties of publication	54,822,027
Total weight in pounds	365,480,182

"Newspaper" stamps should be abandoned.

It is recommended that authorization be given to abandon the use of special stamps in connection with the mailing of newspapers and periodicals by publishers and news agents, and that returns be hereafter made in the shape of duplicate receipts.

Prepayment of postage should be required in all cases.

Under existing law all matter is required to be fully prepaid when mailed, except letters, which may be dispatched, regardless of weight, if a single rate of postage, 2 cents, be prepaid, the postmaster at the delivering office being left to collect the deficiency from the addressee. For various reasons these collections are frequently not made, and considerable loss of revenue occurs. It is suggested that no good reasons now remain why letter mail should not be placed on the same footing as all other kinds of mail, and full payment of postage be required in advance. I therefore recommend legislation to this effect.

Contract for making postage stamps will soon expire.

The four years' contract entered into with the Bureau of Engraving and Printing of the Treasury Department for the manufacture of postage stamps will expire with the close of the present fiscal year. It will therefore be necessary either to make a new contract with the Treasury Department, or to intrust the work to private firms, as was formerly the practice, or, if neither of these courses be adopted, for the Post-Office Department to be empowered to establish a manufactory of its own, and thus procure its supplies independently of any other Department or of any private institution.

The total amount allowed to postmasters for losses resulting from fire, burglary, etc., during the last fiscal year was $119,350.90. Of this amount $15,750.45 was for postal funds, $90,722.66 for postage stamps, and $12,877.79 for money-order funds. The greater part of the losses—$94,363.59—resulted from burglary; $14,185.31 from fire; $1,832.71 lost in transit; and the balance from unavoidable casualties, not resulting from any fault or negligence on the part of the postmaster.

POST-OFFICE STATISTICS.

The records of the Department show that during the year there were 1,601 post-offices established, a decrease of 445 from the number established last year; 939 were discontinued, which was 811 less than the number of post-offices discontinued in 1896. There were 3,762 Presidential post-offices on June 30, 1897, an increase in that class of offices of 127 over 1896; of fourth-class offices there were 67,260, an increase of 535 over the previous year. The total number of post-offices of all classes on June 30, 1897, was, therefore, 71,022, an increase of 662 over the year 1896.

APPOINTMENTS.

Appointments of postmasters were made during the year to the number of 15,406, 647 of which were Presidential offices, divided as follows: On resignations, 70; on deaths, 40; on expiration of commission, 214; on removal, 129; on offices becoming Presidential, 194. Of the 14,759 appointments to fourth-class offices, 7,299 were made on resignations, 722 on deaths, 4,293 on removals at expiration of four years, 822 on removals, 22 where offices were reduced in grade from Presidential to fourth class, and 1,601 on establishment of new offices. During the year 158 fourth-class offices were advanced to the Presidential grade, while 22 of the latter class were relegated to fourth class.

BONDING OPERATIONS.

Two sureties are required on the bond of a postmaster, and until recently it was the practice of the Department to accept none but individuals, one of whom should be a patron of the office, on such bonds. Authority was given by act of Congress approved August 13, 1894, to accept bonds executed by surety and trust companies for postmasters and other postal employees. It has been thought best, however, to accept such bonds for but one-half of the penalty, and this only in the case of Presidential offices, as it was believed that instances would be rare where a worthy postmaster of the fourth class would be embarrassed in securing individual bondsmen.

The aggregate amount of the penalties of all postmasters' bonds now in force is, in round numbers, $125,000,000. The penalties of the bonds which were approved during the fiscal year amounted to $33,602,900. The loss sustained by the Government by reason of the invalidity of the bonds of postmasters was very small, being only $9,843.21. During the year there have been 13,111 bonds given upon the appointment of new postmasters, and 4,798 new bonds have been required of incumbent postmasters. One thousand five hundred and ninety-six postmasters have been reported to the Department by the Auditor for delinquencies.

Magnitude of bonding operations.

LOSSES OF REGISTERED MAIL.

Out of a total of 13,750,000 pieces of registered mail handled by postal employees during the fiscal year there were but 5,626 complaints of loss, being less by 191 than the number received the previous year. After investigation of 4,275 complaints, no loss was found to have been suffered in 2,755 of them, and in 1,067 the full amount of loss

alleged was recovered, leaving only one loss for every 22,840 pieces of registered mail handled, a marked decrease in the percentage of losses as compared with the previous year, the record of which was one loss in every 16,254 pieces handled.

LOSSES OF ORDINARY MAIL.

During the year there were 66,778 complaints received affecting this class of cases; 35,774 referred to letters, 31,004 referred to packages—an increase of 2,165 over the number of complaints received during the previous year. There were on hand at the beginning of the fiscal year 23,177 cases, which, added to the number received during the year, give a total of 89,955 cases considered, of which 66,600 were disposed of.

In the handling of the 22,117 miscellaneous complaints affecting the employees of the service or the conduct of its business, post-office inspectors during the year collected $315,035, or $15,035 more than the whole amount appropriated for the investigation of mail depredations and salary of post-office inspectors for the year. The number of burglaries of post-offices and highway robberies of the mails reported was 3,168, an increase of 41 over the previous year.

FOREIGN CASES.

There were 19,459 complaints of loss in mail matter passing to and from this country and foreign nations, including cases on hand and complaints received during the year, of which 15,373 were investigated and closed.

LOSSES RECOVERED.

At the beginning of the fiscal year $2,137.55 remained on hand of money recovered by post-office inspectors from thieves or their friends or collected from employees of the service whose neglect or carelessness contributed to the loss. During the year the sum of $8,426.52 was received from the same sources, making a total of $10,564.07. Of this amount $8,975.03 was returned to the rightful owners, leaving a balance of $1,589.04 still in the custody of the Department on July 1, 1897.

ARRESTS FOR OFFENSES AGAINST THE POSTAL LAWS.

The number of arrests for offenses against the postal laws made during the year was 1,632. Of this number, 105

were postmasters, 44 were assistant postmasters, 47 clerks in post-offices, 11 railway postal clerks, 24 letter carriers, 30 mail carriers, and 11 others employed in minor positions in the postal service. The number of post-office burglars arrested was 348, and the remaining 924 were persons in no way connected with the postal service. Of the total number of arrests (1,632), 912 cases were disposed of in the United States courts, 583 resulting in convictions.

AMENDMENTS TO LEGISLATION NEEDED.

The following recommendations of the Fourth Assistant Postmaster-General for changes in existing laws as to postal administration, some of which were also made by his predecessor, are submitted with my approval:

That the statute relating to bail bonds be amended so as to make the bond a lien against the property scheduled therein, in order to guard against the transfer of such property with fraudulent intent.

That an amendment be enacted to extend the same punishment now provided for postmasters to assistant postmasters or clerks making false claims of cancellation.

That articles found loose in the mails be sent to the office of the inspector in charge of the division in which such articles are found, for identification with complaints of losses on file in his office; such articles to be held at division headquarters for one year, and if not identified within that time to be forwarded to the Dead-Letter Office.

Holding lost mail matter for identification.

That the inquiry division of the post-offices in the larger cities where there is a division headquarters be placed under the direction of the respective inspectors in charge of such division. This, I am satisfied, would result in saving much time, labor, and expense.

That an amendment be enacted making the depredations of railway postal clerks a continuous offense, in order to avoid the difficult task of proving in which particular district the offense was committed.

A "continuous offense" law should be provided.

That a similar provision making the offense continuous be extended to the use of the mails for what is known as the "green-goods fraud;" also, for the offense of sending obscene matter.

That an increase of $30,000 be made to the allowance appropriated for mail depredations and post-office inspectors for the fiscal year ending June 30, 1899.

That appropriation be made for a new edition of the Postal Laws and Regulations.

That, in order to provide greater safety and security to letters sent in the registered mails, both foreign and domestic, a special stamped envelope of superior material, of the denomination of 10 cents, be provided.

BONDING OF SUBORDINATES IN POST-OFFICES.

Assistant postmasters and subordinates in post-offices who handle public funds are not bonded direct to the Government, and the taking of security for the proper discharge of the duties of their offices is in all instances a personal matter with the postmaster for his own protection, and is not required by law. In view of the fact that the courts hold that a postmaster is not responsible on his official bond to the Government for any losses that may occur by reason of the defaults or negligences of his subordinates, provided he has exercised due care in the selection of the same and in the supervision of the business of his office, the necessity of requiring bonds of assistant postmasters and other employees in post offices is apparent. Assistant postmasters in large post-offices possess practically all the authority of the postmaster. The assistant postmaster is the actual business manager of the office and has the greater insight into its general business, and yet he is, neither by statute nor regulation, under any direct responsibility to the Post-Office Department by bond or otherwise. The same objection exists as to all other employees of post-offices, many of whom handle large sums of money and have important duties to perform.

All who handle money should be bonded.

I therefore urgently recommend that assistant postmasters and all other subordinates of post-offices who handle public funds should be required by law to execute bonds to the United States in a sum to be determined by the Postmaster-General, as in the case of postmasters. This requirement might be limited to post-offices of the first, second, and third classes.

UNIVERSAL POSTAL CONGRESS.

At the fourth congress of the Universal Postal Union, held in Vienna in 1891, it was agreed that the next meeting should be held in the city of Washington in 1897. Accordingly, on the 5th of May I had the honor of declaring open the fifth postal congress of the world, in which every country except the Dominican Republic and the Orange Free State was represented by duly empowered delegates.

I appointed as delegates on the part of the United States Hon. George S. Batcheller, Edward Rosewater, Hon. James N. Tyner, Capt. N. M. Brooks, and Hon. A. D. Hazen. Mr. Batcheller was chosen president of the congress.

The delegates from other nations were, as a rule, the heads of the postal service of their respective countries.

A comprehensive sketch of the congress and the result of its labors is given in the Report of the Superintendent of Foreign Mails, so that it is only necessary for me to state here that the principal objects aimed at were (1) to liberalize still further the facilities for postal intercourse between the countries and colonies of the world by removing unnecessary restrictions; (2) to reduce the cost of transporting the mails over the territory or through the waters of intervening countries; and (3) to induce the countries still remaining outside to enter the Postal Union.

Objects of the Congress.

In pursuance of the first of these objects it was agreed that the limit of weight of packages containing "samples" be increased; postal cards issued by private parties recognized as "postal cards;" specimens of natural history admitted to the mails at a reduced rate of postage; and uniform colors adopted for postage stamps of certain denominations, viz: Dark blue for the 5-cent, red for the 2-cent, and green for the 1-cent stamp.

Agreements reached.

In pursuance of the second object, the rates to be paid for the conveyance of mails by means of the service of intermediary countries are reduced on a sliding scale for six years, or until the next postal congress assembles.

In pursuance of the last object, the delegates of Korea agreed to sign the convention; the delegates of China announced that that country would adhere to the convention before it should go into operation on January 1, 1899, and official advice to the same effect was received from the Orange Free State, so that when the Universal Postal Convention of Washington becomes operative the exchanges of mails between all the countries of the world will be governed by the stipulations of a single treaty.

An important treaty negotiated.

It was eminently fitting that this result should be attained by a postal congress sitting in this city, for from Washington went out the invitation which resulted in the International Postal Conference held in the city of Paris in 1863, which contained the germ of a postal union, so happily consummated in the Universal Postal Convention concluded at Berne in 1874.

The late congress continued its sittings for six weeks, the closing session being held on the 15th of June, when it

adjourned without day after designating the city of Rome, Italy, as the place of meeting of the next congress in 1904.

During the progress of their labors here, the distinguished delegates were appropriately honored and entertained both by representatives of this Government, as well as of Great Britain, and by private citizens; and at the conclusion of the convention they were conducted over a large area of the country and were hospitably received in a number of the leading cities.

The agreements of the postal congresses do not affect domestic mail regulations; they relate exclusively to foreign mails, and consequently their importance is not generally appreciated. Nevertheless, it is a great achievement, reflecting much credit upon its authors, so to harmonize the many conflicting systems of the world, as to lead every civilized country thereof to sign a single treaty, to adopt the same rates, and to employ uniform methods, to the end that all nations may enjoy the advantages of an efficient postal service.

Great results accomplished.

I am glad that the United States has had the honor of entertaining the Fifth Postal Congress; and that the delegates to the Congress have no cause to regret that Washington was selected as the place of their important labors.

POSTAL SAVINGS DEPOSITORIES.

I have been interested for many years in the suggestions made by several of my predecessors in respect to postal savings depositories, and I believe that the time is ripe for their establishment in connection with other duties of this Department. The adoption of a well-organized system would, in my judgment, confer a great boon upon a large number of people and would ultimately prove of inestimable benefit to the whole country.

A large amount of money is undoubtedly secreted by people who have little or no confidence in ordinary securities and monetary institutions organized by private citizens. It is unnecessary to discuss the reasonableness or unreasonableness of their distrust; the fact that it exists is a matter of common knowledge. The amount so hoarded throughout the land can not, in the nature of things, be estimated with accuracy; and yet undoubtedly it aggregates many millions of dollars. Beyond serving as a fund upon which to draw in case of necessity it is of little or no use. It is dead capital; but if its owners could be inspired with absolute confidence in the security of an investment, it is altogether probable that the bulk of this fund would

Vast sums of idle money.

find its way into the channels of trade and commerce, thus adding greatly to the welfare and prosperity of the country. If money is the blood of commerce, then anything which tends to increase its circulation strengthens and builds up the commercial system.

It is reasonable to suppose that if the Government undertook the task of providing for the investment of this money and caring for the accumulations of interest thereon in behalf and solely on account of the investors the latter would gladly accept the service offered them. No question as to the security would disturb them, for the faith of the people in their Government is unbounded. Their little savings, which separately could hardly be put out at interest, would amount in the aggregate to a sum that could be invested to their advantage. Provision could be made for the withdrawal of deposits in case of necessity or for any other reason, so that to the individual would inure the benefit of the postal exchange and the increment of interest arising from the investment, and to the country would accrue the benefit of the circulation of capital hitherto unused and in that sense useless.

Faith in the Government unbounded.

The establishment of a postal savings system would tend inevitably to the cultivation of thrift in a large class of people. Through its instrumentality, those who have been improvident in little things and who have not learned from experience that money makes money, will be educated slowly but surely to save a surplus over and above their living expenses, to the end that a fund may be created which will provide for them when sickness or old age overtakes them. When they realize that their savings may be so utilized under the direction and care of their Government that even small amounts will earn money for them, it is but reasonable to suppose that they will be incited to greater exercise of thrift and industry. They would soon come to understand the advantage of depositing with the Government their surplus earnings, instead of expending them wastefully and, therefore, uselessly. If but a small percentage of the money a young person expends unnecessarily, in the many ways known to all, could be saved and wisely invested, there would be a competency at hand when old age comes. The battle of life would be less difficult to fight with the knowledge of reserve forces at hand. The habit of thrift thus formed would result in providing ample means for the enjoyment of the real pleasures of life, while laying in store provision for possible future disaster and infirmity.

Incentive to thrift and provident care.

In my judgment, the establishment of postal savings depositories would tend to better citizenship. If the masses of people were thrifty and saving in their habits, they would more likely be contented and happy; and if their hard-earned savings could be placed in the hands of the Government, in the welfare of which they are all so deeply concerned, it is reasonable to believe that they would come to a better realization of the duties they owe to their country and consequently to each other. The union of common interest would surely result in a broader, wiser, and more useful citizenship. The successful operation of a postal savings deposit system would bring into closer relationship the Government and its citizens and result in the development of practical and enduring patriotism. The citizen who feels that he has a personal interest in the affairs of government beyond the payment of his share of taxes and the discharge of those other duties common to all, is of more value to the community and the nation than one whose conception of citizenship means merely the performance of those duties.

Conducive to better citizenship.

Invest an individual with a selfish interest in the maintenance of the nation's credit, and although he may have been careless and improvident, he will at once be transformed into a conservative and dutiful citizen, charged with the inspiring obligation of voting intelligently upon all questions affecting the welfare, the stability, and the perpetuity of the Government. It would bring to him a keener realization of the fact that between him and the Government there had been established a species of partnership, imposing upon him peculiar obligations which he would be prompted to respect.

The advantages to result from the adoption of a system so promising in the growth of patriotic sentiment and good citizenship, in my opinion, constitute a powerful appeal to statesmanship to provide by law for the application and the spread of its beneficent consequences. With the multiplication of depositors would come the elevation of the standard of citizenship, the cementing of the ties that bind the people to the Government, the strengthening of the public credit, and the ultimate betterment of all concerned.

It is not an experiment.

The proposition of a postal savings system is not new. It has been repeatedly urged upon Congress by a number of my predecessors during the last quarter of a century, but for some reason Congress has failed to provide the necessary authority for the introduction of the system. Using the post-office for the collection, employment, and

augmentation of the small savings of the people is no longer an experiment. It is an accomplished fact in nearly every country in Europe, in the British dependencies of both hemispheres, and even in Hawaii. In Great Britain 7,000,000 depositors have upward of $550,000,000 in savings accumulated during thirty-five years; and in ten years fewer than 10,000 Hawaiian depositors saved nearly $1,000,000. Canada, whose savings banks in 1867 held less than $3,500,000 as the accumulations of a century, inaugurated a system of postal savings depositories in 1868, and in twenty years the deposits exceeded $22,000,000. These vast accumulations have been made with the least possible loss to the Governments, which guarantee their repayment, and with a minimum of cost to the millions of depositors. At the end of 1895, Great Britain, after paying interest at the rate of 2½ per cent and covering all losses incurred, held $3,500,000 in undivided dividends.

It has been reiterated that the American people know how to make money but not how to save it. The latter knowledge has been brought home to millions in Europe by the postal savings depositories. The lesson which was taught to the children has become the practice of their mature years, and saving is easy. It has made capitalists of the workingmen, of their wives and their children. More than a third of the postal savings accounts in European offices are held by minors, and more than two-thirds are held by those who toil with their hands and who follow the most humble callings. It is essentially the bank of this class. There is no other channel which could so completely reach all the people. It is true that in the more densely settled portions of our country there are located over a thousand savings banks, which have attracted nearly 5,000,000 depositors, and now hold more than $1,900,000,000 in savings; but two-thirds of the banks, and even a larger portion of their depositors, belong to New England and New York. These answer the purpose as far as they go, but the postal savings depositories would, in my judgment, in no way conflict with these institutions, and their principal usefulness would be in the wider dissemination of facilities for depositing savings in modest sums, and their primary object would be to create the habit of saving rather than to accumulate large sums of money.

Postal savings accounts chiefly owned by working people and minors.

It is often urged that whatever can be as well done by private enterprise as by the Government should never be entered upon by the latter, but a century of demonstration

has shown that private enterprise can not supply even adequate means of exchange, let alone the great instrument for the collection and increase of the small savings of the people. Private enterprise, aided and sustained by the Government, with its mantle of security thrown about the national banks, has not been able to keep pace with the growth and needs of the country. While the frontier settlements of Finland, Algiers, South Africa, India, Ceylon, South and West Australia, Tasmania, New Zealand, Hawaii, and British Columbia are enjoying the blessings of banks of exchange and of interest-paying depositories, private enterprise in this country has left the people of many old communities, and in a few cases of almost entire states, without any facilities whereby they may protect and invest their hard-earned savings.

Inadequacy of private enterprise.

The sole convenience which these people have enjoyed and are using to-day is the facility for exchange afforded by the money-order system of this Department. If additional argument is necessary for the postal-savings scheme it can easily be deduced from the operations of this remarkable system. During the current year more than 52,000,000 transactions were made in the 21,000 offices of this class, and nearly $200,000,000 were received, transmitted, and paid out. Millions of money orders were bought to be used by the buyers as drafts and certified checks are employed, for safe and convenient carriage. Money orders were bought to secure a safe deposit for the cash in the absence of trustworthy banks. In one instance twenty-five orders for $100 each were bought with cash drawn from a collapsing bank. The money-order system has become to a large extent the poor man's exchange, and the man of means is often constrained to resort to it for want of banking facilities.

Using the money-order offices as banks.

Two-sevenths of all the post-offices in the country are money-order centers, and not only is the country covered by them with almost geographical evenness, but nearly every civilized country of the world also can be reached by them. The number of money-order offices has been more than doubled during the last eight years, and the system will be vastly extended, especially in the Mississippi Valley and beyond, during the next few years. In several of the newer States the number of offices will be doubled; already they largely exceed the banks. In Massachusetts, the most highly organized State in the Union in respect to finances, there are 606 money-order offices and only 487 banks of all classes. New York, which comes next, has

Money-order offices largely exceed banks.

1,757 money-order offices to 728 banks. Alabama, which ranks at the bottom with 40 banks, contains 329 offices handling money orders. Five other States, selected at random, are equipped as follows: Maryland, 105 banks, 279 order offices; Illinois, 261 banks, 705 order offices; Texas, 237 banks, 792 order offices; Kansas, 511 banks, 710 order offices, and Montana, 76 banks and 127 order offices. There are more than twice as many such offices as there are banks, and soon there will be three times as many.

It must be apparent, therefore, that as a medium of exchange the banks, numerically, fall far short of the money-order system and, distributively, their failure is even more pronounced. If, by appropriate legislation, these offices could be converted into savings depositories for the people, they would soon afford infinitely more facility for receiving interest-bearing deposits than the interest-paying banks do now. Vast as the money-order system is, its machinery in this Department is very small. The Bureau contains 46 employees of all classes and the Auditor's office 330. It is more than self-supporting, notwithstanding the repeated reductions made in the fees, and for the last current year its profits netted nearly $1,000,000. The system furnishes the machinery which, in its equipment, methods, economy, and comprehensiveness, could be adapted with the smallest possible friction or increase of agents to the duties of a postal-savings depository.

Economy of the money-order system.

DETAILS OF MANAGEMENT.

Foreign countries furnish us an object lesson, which it would be well for us to consider. The postal-savings system was first put into operation by Great Britain in 1861, largely through the instrumentality of Mr. Gladstone. Canada followed in 1868; Belgium, 1870; Japan, 1875; Italy, 1876; Holland, 1881; France and India, 1882; Austria, 1883; Sweden, 1884, etc. During this period nearly every English colony followed the example of the mother country. The history of the system wherever applied has been marked with success and prosperity. Intelligent thrift has taken the place of ignorant waste and recklessness; the shiftless have become self-supporting, and the frugal have attained a competency. This is the uniform testimony. The methods of operation are much alike. All of them pay interest on the deposits, varying from 2½ per cent in Great Britain to 4½ per cent in Hawaii; average, 3⅜ per cent, or about one-half per cent below the average paid by American savings banks.

Since the object is to attract those with the smallest means, nearly every country permits as the minimum amount of deposit its most popular coin, varying from 5 cents in India to $1 in Canada. The British depositories accept the shilling, the French the franc, the Austrian the florin, the Swedish the crown. Several of the countries, to enable the children to lay up enough for the minimum deposit, allow the sale of stamps at a rate based upon the smallest unit of money in vogue.

The most popular coin fixes the amount of deposit.

The maximum deposit varies from $285 in France to $2,435 in New Zealand. Deposits over that amount are non-interest bearing, and in several countries the surplus is by law invested in national bonds. The deposits in many cases are small; for example, in 1895, in Austria, 30 per cent of them were for 20 cents, 23 per cent between 20 cents and $1; in Canada, 37 per cent fell below $10, and in the Netherlands 43 per cent were for less than $4.

The accounts are likewise small in the majority of cases. In Belgium, 60 per cent show a balance of less than $20; in France, 36 per cent, $4; Victoria, 45 per cent, $5. In India, 90 per cent of the depositors are natives. In England and New Zealand 1 out of 5 persons is a depositor; in Ireland and Scotland, 1 out of 15; in Sweden, 1 out of 12, and in Austria, 1 out of 21. In the latter country, 54 per cent of the depositors are under 20 years of age.

Popularity of postal savings.

Holland, Sweden, Belgium, Austria, Finland, and the Netherlands have the system managed by boards of directors. Great Britain, France, and Italy control the depositories by department or bureau. In Great Britain the departmental force slightly exceeds 300, and that of Sweden is fewer than 50.

The average cost of management in 1895 is given in a few countries as follows: Canada, 0.22 per cent of the mean amount of deposit; France, 0.45 per cent; Great Britain, 0.44 per cent; the Netherlands, 0.48 per cent; Sweden, 0.40 per cent. France made a profit that year of $170,000 in handling 2,500,000 accounts, aggregating $143,000,000, after paying 3 per cent interest. Great Britain earned a surplus of $83,000, after paying 2½ per cent interest on $480,000,000, made up of 6,500,000 accounts. The average commission paid to postmasters is one cent per deposit.

Small cost of management.

Each depositor is given a pass book and no depositor is allowed more than one account. This account may be settled and withdrawn from any depository in the country. The telegraph is coming into use as a means of withdrawal.

In Europe, where areas are small, the money is usually deposited in a central or Government bank at the capital of the country. It is invested, first, in Government bonds; second, in municipal bonds; third, in real estate; and, finally, in a great variety of channels; but in all of them with the approval and under the guarantee of the Government.

Investment of the savings.

SOME OBJECTIONS ANSWERED.

For several months the question of establishing the postal savings depository system in the United States has been discussed in the press throughout the country, and I have noted the comments with great interest. I find the most aggressive opponents are found among those private institutions that are engaged in a somewhat similar enterprise. While the newspapers, the people, labor and agricultural associations are almost unanimously in favor of the system, here and there are local bank associations adopting resolutions in opposition. This is not true of the associations of the larger cities, whose managers see in the proposed system a valuable feeder to the financial currents of the country. They appreciate, as must every one conversant with the operations of postal savings in other countries, that it would be a help and not a hindrance to ordinary banking; that the low rate of interest, which must be an essential part of the scheme, would preclude the postal depositories from competition with the savings banks proper; that the small amount of deposit permitted would be no temptation to the class of people now patronizing the banks, and that the postal system would attract an entirely different class of customers from those using banks to-day.

Postal savings depositories do not interfere with banks.

It is claimed that it would take money out of communities already suffering for want of currency. On the contrary, it would gather together the money now hidden and idle in every community, and enable each of them to get the use in bulk, at the shortest possible notice, of all the reserve capital in the community. While the funds thus gathered from the community would probably be sent to the financial centers, they would be returned, through safe and proper channels, to move the crops and to perform their other customary duties.

It would increase the cash available for business.

It would interfere with the checking business of existing banks, is urged by others. Already the money-order system does that to an enormous extent—more than 26,000,000 money orders were issued last year—to the con-

venience of millions who had not enough capital to secure banking facilities.

It would unduly increase the patronage of the Post-Office Department, it is contended. It was shown above that such increase would be slight. The present machinery of the money-order system would practically perform the additional labor for years to come. Making depositories, for the savings of the people, of thousands of post-offices would tend to elevate the standard of that class of postmasters. Their bonds would be enlarged and, therefore, their quality would be improved. The business itself would be conducted with more safety to the depositor than it is now by private institutions. This may be inferred from the greater security the national banks afford than their private competitors do. A recent report of the Comptroller of the Currency shows that the failures among national banks, as compared with those of all other classes of banks, are as 1 to 30.

It would not materially increase the patronage of this Department.

Other opponents cry "paternalism." All government is more or less paternal, in that it takes care of the interests of the people. Carrying the mails, excluding disease-infected vessels from the harbors of trade and commerce, preserving the peace, providing for public education, subsidizing agricultural colleges, maintaining agricultural stations, and making Weather Bureau predictions, are all of them paternalistic.

Some affect to see the specter of centralization in the postal-savings system. It is true that it operates directly to centralize capital, but only that it may be redistributed and thus put to use. I beg to call attention to the trenchant reply made to this objection by one of my predecessors, Mr. Creswell, in 1873:

> If to establish postal savings depositories would be in violation of the Constitution, there is an end of the matter at once. If, on the contrary, such action would not be unconstitutional, then the only question is whether their establishment would on the whole be advantageous for the people and the Government. Since the National Government has assumed to organize and control the banking of the country, and has found warrant of law for undertaking the transmission of the people's money through the mails, it would appear that it is only discharging its whole duty and completing its financial work by providing for the safety of the small savings of the industrious and frugal poor. If, in addition, it can be shown that postal savings depositories will serve to fortify the national credit, make more equable the financial operations of the country, cultivate habits of thrift among the industrial classes and illustrate the excellence of our institutions by protecting and augmenting the accumulations of self-denying toil, and thus in time merging the workman into the cap-

Charges of centralization and unconstitutionality refuted.

italist, the cry of centralization can not be made to drown the voice of the people in their demand that the Government of the United States shall execute for their benefit the high offices enjoined upon it by the Constitution.

The system is pronounced impracticable by some, for the alleged reason that this country, fortunately unlike the European examples cited in this report, has not enough of a national debt to absorb the hidden savings of the people. There is enough of a national debt, if it should be used for that purpose, to afford investment for such savings during the next ten or fifteen years, after which the wisdom gained from experience may be safely intrusted with the problem of finding other fields of investment in this great and growing country.

National debt large enough for immediate purposes.

It may not be out of place to recur in this connection to the fact that the security, and not the rate of interest, is the primary and essential condition of a successful postal savings system. It is upon this proposition that all the systems of Europe are based. The rate of interest would necessarily be low, if not the lowest in the market, and consequently the investments would invite the very best securities. In loaning money the minimum rate of interest insures the maximum degree of safety, and the application of this principle to postal savings will inevitably lead to channels of investment both ample and secure.

Security, and not the rate of interest, the essential requirement.

It is a matter of daily occurrence in courts of chancery for orders to issue, directing guardians and trustees to invest the moneys of widows, orphans, and other wards in the bonds of States, counties, and municipalities, and even in real estate. If these channels of investment could be judiciously opened to the proposed savings they would furnish an illimitable field for the accumulations of the future.

State and municipal bonds afford safe investment.

A suggestion made by several of my predecessors is that a part of the postal savings could be profitably devoted to the erection of public buildings for the use of the Government. Perhaps at no time in the history of the Government was the necessity for such buildings so great as at present. This Department alone is paying approximately $1,300,000 in rentals this year, the bulk of which, $800,000, is expended for 832 buildings, leased outright, for the use of first, second, and a few third class post-offices in towns where the Federal Government owns no buildings or where the buildings owned are inadequate for the service. The total expenditure for rents by the Government during the last fiscal year closely approximated $2,000,000. All the Departments and Congress are paying annually for the

Investment in needed public buildings.

rent of buildings in this city more than $200,000. The Government is paying rent for buildings at a rate equal to and ranging from 5 to 10 per cent of their value, when it could erect and occupy better buildings at a cost not exceeding one-half of the lower rates.

I do not deem it necessary at this time to enter into a discussion of the details of a postal savings system. That can be done more profitably when the proposition culminates in Congressional debate and enactment. All I desire to do is to present the subject in a general way in order to show my sympathy with the movement, now so prominent, and to indicate, in conclusion, my purpose to cooperate with the friends of postal-savings depositories, and to contribute, by suggestion and information, to the best of my ability, toward the establishment of a judicious and practical system of collecting, employing, and augmenting the smallest savings of the people, to the end that comfort and happiness may follow, as they ever do, upon the heels of thrift and industry.

Cooperation with the friends of the proposition.

I have dwelt upon this subject at considerable length, and trust that you will concur in the conclusions reached.

It gives me pleasure to note, in this public manner, the uniform testimony of the public as to the courtesy and intelligence of the great army of workers engaged in this service, and I appreciate, too, that I have been ably supported in my brief experience here by my assistants and by many others charged with the exacting responsibility of directing the work.

I have the honor to be, very respectfully, yours,

JAMES A. GARY,
Postmaster-General.

REPORT

OF THE

ASSISTANT ATTORNEY-GENERAL

FOR THE

POST-OFFICE DEPARTMENT.

FISCAL YEAR ENDED JUNE 30, 1897.

REPORT

OF THE

ASSISTANT ATTORNEY-GENERAL FOR THE POST-OFFICE DEPARTMENT.

OFFICE OF THE ASSISTANT ATTORNEY-GENERAL
FOR THE POST-OFFICE DEPARTMENT,
Washington, D. C., October 27, 1897.

SIR: I have the honor to submit this report on the operations of this office for the fiscal year ended June 30, 1897, prefacing it with the suggestion that no report, however voluminous, could convey an adequate idea of the extent of the business which here passes under review, nor a complete conception of the importance of what is done. No expenditures are made upon the direct or remote order of the Assistant Attorney-General, save such action as is taken by him in the examination of the claims of postmasters for losses by fire, burglary, and unavoidable casualties, in accordance with the provisions of law, and his recommendations to the Postmaster-General favoring the allowance or disallowance of such claims. But no transactions of great or small magnitude occur in any bureau or division of the Department which are not liable to be referred to him for advice, and, as a matter of fact, many of them are thus brought to his official notice. So the most important portion of his duties relates mainly to departmental affairs, the construction of statutes, the application of the law to cases, the determination of the rights of parties in connection with departmental action, and the delineation of the powers conferred upon the Postmaster-General and his official staff, together with the construction of regulations and their conformity or nonconformity to the law, all subjects which can not be intelligently or satisfactorily explained or described in such a report as this.

During the fiscal year under review 244 "fraud orders" (issued under the provisions of amended sections 3894, 3929, and 4041, Revised Statutes, commonly known as the "lottery law") were prepared in this office, sanctioned by the Postmaster-General, and made operative by his signature, only 12 of them having been so prepared and approved since May 8 last, when I entered upon the discharge of my official duties, the remainder (232 in number) having been prepared by my immediate predecessor. Of these, 54 were duplicate orders—that is to say, orders relating to the same parties, which operated at different points, thereby requiring notice to the several postmasters at these points; 24 of these

orders applied to lotteries operating as bond-investment schemes, 27 to lotteries of a miscellaneous character, and 193 of them to schemes devised for fraudulent purposes, or, in the language of the law, "for obtaining money or property of any kind through the mails by means of false or fraudulent pretenses, representations, or promises." Sixty-four of these orders were, subsequent to the date of issue, revoked for different reasons, the majority of them because the parties against whom they were directed had abandoned the business. At the close of the fiscal year 180 of said orders remained in existence.

In the execution of the lottery act the Department has been supported by the uniform vigilance of the inspectors' force and the watchfulness of postmasters. The courts have also construed the law strictly, and in the several decisions rendered they have passed upon every material feature thereof, holding them all to be constitutional, thus sustaining the Department in every view expressed and every order issued. So fortified, such vigorous war was waged against all lottery concerns, whether acting under charters derived from States or without charters (especially the Louisiana Lottery, intrenched behind the bulwarks of the constitution and laws of that State), as to cause their disbandment and abandonment. These were succeeded by a crop of other notorious schemes denominated "bond investment," "mutual investment company," "guaranty stock investment company," "debenture company," and other businesslike titles foreign to the idea of lottery; some offering bonds on stipulations impossible of performance; others advertising for subscriptions of stock without adequate or any provision for protecting it; others offering to issue policies of so called life insurance, operated as embodying all the fundamental principles of life insurance and "operative enterprises," and so on, all shrewdly concealing the elements of "chance or lot" they embodied and the descriptions of operations which, when analyzed, stamp them as schemes devised for fraudulent purposes.

Upon the decease of the Louisiana Lottery in this country it appeared in a rehabilitated form in Honduras and conducted a feeble business, partly through the mails, but mainly by the aid of express companies in the United States. Other kindred concerns, operating under the sanction of law in their respective countries of domicile, have attempted the experiment of conducting business in this country through the aid of international mails, and have succeeded to a lamentable extent. The recent tariff enactment, however, commonly known as the "Dingley Act," by prohibiting the importation of lottery tickets, and the promulgated regulations by the Postmaster-General to make the prohibition effective so far as transportation in the mails is concerned, seemed to supply the only remaining means within the scope of legislation and departmental regulations to prevent the spread of the lottery evil from other countries into this.

Either this office has entertained mistaken ideas for several years past as to the necessity of additional legislation to properly enforce the existing provisions of law applicable to business intrusted exclusively to it by departmental regulations, or frequently referred to it by other bureaus for advice, or Congress has failed to appreciate the importance of the recommendations heretofore made. Be it one way or the other, it is my duty to again urge the needed legislation.

During my former service as Assistant Attorney-General for this Department I repeatedly called attention to the evident necessity for providing by law for the bonding, direct to the United States, of assistant postmasters, cashiers, and all other officers and employees in post-

offices of the first, second, and third classes who have the custody of, or who handle public funds. In the annual report for the fiscal year ended June 30, 1891, I stated that:

Some change in the law concerning the liability of sureties on postmasters' bonds, so as to more clearly define their duties and responsibilities when a vacancy in the office of postmaster occurs, should be made. Considerable annoyance is caused where, in the event of the death of the postmaster, the sureties fail to agree on a person to act as postmaster until the vacancy is filled.

The matter of the responsibility of assistant postmasters should be considered in this connection. This officer is appointed by the postmaster, and in the majority of cases is the actual business manager of the office. He possesses practically all the authority of the postmaster, and has the greater insight into the general business of the office. With all this license of power he is, however, neither by statute nor regulation, under any direct responsibility to the Department by bond or otherwise. This evil should, in my judgment, be remedied by securing the Department with bonds satisfactory to the Postmaster-General. Similar security should also be exacted of money-order clerks and other subordinate employees who handle public funds.

And I renewed the discussion in the annual report for the next succeeding fiscal year, the year ended June 30, 1892, in this wise:

I renew my recommendation that assistant postmasters should by law be required to execute bonds to the United States in a sum to be determined by the Postmaster-General, as in the case of postmasters, and that the requirements should also include money-order and registry clerks and other employees in post-offices who handle public funds. This requirement might be limited to offices of the first, second, and third classes. These employees are, ordinarily, bonded to the postmaster, and yet if loss of public funds by reason of their sole carelessness or dishonesty occurs, and the postmaster himself declines to make good the loss it is very doubtful if he could be compelled to do so.

The bulk of authorities and decisions favor the conclusion that a subordinate officer or employee of a post-office is an officer or agent of the United States who is directly liable to the latter for losses of its funds occurring by reason of his carelessness or dishonesty. Therefore there is no reason why the law should place the postmaster under bond and not require similar security from his subordinates. The necessity for additional security is apparent in the fact that by the existing provisions of law no arrangement is made for the conduct of an office suddenly become vacant by the absconding from or abandonment of it by the postmaster, or by the discovery of his misappropriation of its funds. Arrangement for the transfer of the office to the bondsmen upon the death of the postmaster is provided by regulation—an arrangement, however, of doubtful expediency, especially when the sureties, several in number, fail to agree upon a co-surety or any other person to perform the duties of postmaster. It is not unusual that an important office remains vacant for a long time, even for months, after a postmaster's death, during all of which period it is without a head fully responsible to the Department for the safe-keeping of its property.

My successor (and also immediate predecessor) coincided with the views I had expressed, and joined in urging upon the Postmaster-General the necessity of protecting the interests of the Government by stronger and more explicit legislative safeguards. That losses to the Department have not frequently occurred by the carelessness and dishonesty of subordinates, in cases where collections therefor could not have been enforced by law of the postmasters, is truly wonderful. In any case involving losses to which the postmaster has not himself contributed by negligence, the entire list of legal authorities and decisions is repugnant to the belief that payment therefor by postmasters and their sureties can be enforced in the courts. In view of this fact, which is indisputable, is it not strange that a cure has not been provided?

Your attention is respectfully invited to the accompanying exhibit, marked "A," showing the amounts allowed to postmasters under the acts of Congress approved May 9, 1888, and June 11, 1896, on account of losses resulting from burglary, fire, or other unavoidable casualty, and for money remitted for deposit and lost or stolen while in transmit to depositories.

A recapitulation of the figures given shows that while the number of claims acted upon is considerably less than last year, the amount allowed is somewhat greater. This is chiefly accounted for by the fact that the act first mentioned prohibited the allowance of any claim for more than $2,000 until after it should have been transmitted to Congress and an appropriation made therefor, while the later act authorizes the Postmaster-General to allow claims not exceeding $10,000 in amount; and on the passage of the latter, several claims, each for more than $2,000, which were then pending before Congress, were taken up and settled by the Department.

In the consideration of claims on account of losses resulting from other causes than fire or burglary, or for money lost in transit, it is frequently a matter of great difficulty to determine whether the cause of the loss constitutes an "unavoidable casualty" (a very indefinite phrase) within the meaning of the law. Several attempts have been made to have the law amended by striking out the words "unavoidable casualty" and substituting therefor "causes not resulting from or contributed to by fault or negligence of the postmaster," or words of similar import. I earnestly renew the recommendation of the proposed amendment.

Nearly or quite all the offenses against the postal laws relating to crimes and misdemeanors which reach the courts are discovered by the inspectors of this Department, and as a preliminary step, in many cases, they refer the facts to this office and await instruction. Hence the facts in each of said cases are dissected here and the inspector notified that a case of probable guilt has or has not been developed. After it goes to the United States attorney for his consideration we rarely know anything more about it until, by special inquiry of the Department of Justice or information obtained from newspapers, we learn that the case has gone to trial, resulting in conviction or acquittal, or has been disposed of on demurrer, or motion to quash, or by other means well known to lawyers. And when the decision of the court involves a discussion of the law and a ruling thereon, or instructions to a jury in which the applicability of the law is stated (which is often the case), this Department is generally informed of the fact a long time afterwards, if at all. It is rarely consulted about the management of the case, or has any further official connection with it unless the accused, through influential friends, asks for a discontinuance of proceedings, or, after conviction and sentence, appeals for commutation of sentence, or pardon, when the matter is promptly brought to the attention of the Postmaster-General, who is then asked to determine whether the prayer for mercy should be granted.

I respectfully submit that this custom should be discontinued and that the management of prosecutions for offenses against the postal laws should devolve on this office. It has happened in quite a number of instances that this office has construed and applied the provisions of a statute differently from the decision of a Federal court remote from the national capital, and continued in this inconsistent course, thus producing confusion and mischief, for some time before the conflict of rulings has been brought to its notice.

What is suggested as to criminal prosecutions applies with almost equal force to civil actions. There seems to be no good reason for a divided jurisdiction in cases applying solely to postal matters, and I therefore recommend that the Department of Justice shall be consulted concerning the advantage to be gained by transferring the consideration and management of such cases to the Post-Office Department, and as to whether this could be done without legislation. It is

best to state now that if these additional duties shall be imposed on this office, they can not be performed without a slight increase of its law and clerical force.

The necessity of a separate appropriation for the purchase of law books for this office (not exceeding $300 annually) becomes more and more apparent. All the authorities necessary to an intelligent understanding of the law and its application to the growing business and general progress of modern times is not contained in the reports of the Federal courts, and the Opinions of the Attorney-General, which are distributed to this office gratis, agreeably to the enactments of Congress. Many new books accepted as standard by the legal profession will be valuable to this office, and they could, by the exercise of sound judgment, be obtained at a small expense.

Corresponding with this suggestion, I earnestly recommend that provision be made for the printing and binding into volumes of the opinions which have in the last twenty-five years emanated from the Assistant Attorney-General's Office of this Department. These cover almost every question relating to postal contracts, to the powers and duties of postmasters and postal employees, as well as to the powers of the Postmaster-General and other officers of the Department proper, and to every phase of departmental business. They exist only in manuscript, stowed away in boxes and pigeonholes, inaccessible to any officer of the Department in other bureaus and to attorneys practicing before the Department, many of them accessible to the Assistant Attorney-General and his force only after a long and careful search. I submit that the continuance of this condition will be inexcusable (especially as the cost of printing and binding will be infinitesimal), and that no good reason exists for treating the law literature of this Department differently from that of all the other Departments.

The necessity for a small addition to the clerical force of this Department to meet present conditions was heretofore brought to your attention in special communications in connection with the preparation of estimates for the coming fiscal year.

All of which is respectfully submitted.

JAS. N. TYNER,
Assistant Attorney-General for the Post-Office Department.

The POSTMASTER-GENERAL.

EXHIBIT A.

List of claims on account of loss by fire, burglary, etc., acted upon by the Postmaster-General, from July 1, 1896, to June 30, 1897. (Acts of March 17, 1882, May 9, 1888, and June 11, 1896.)

Post-office.	Postmaster.	Cause of loss.	Amounts claimed.			Amounts allowed.			Remarks.
			Postal funds.	Postage stamps, etc.	Money-order funds.	Postal funds.	Postage stamps, etc.	Money-order funds.	
Ackerman, Miss	W. W. Riley	Burglary	$37.78		$157.70			$157.70	
Adams, Nebr	H. Noxon	do	4.82	$107.49		$4.82	$107.47		
Adamston, W. Va	L. W. Garrett	do	10.31			10.31			
Afton, Va	J. S. Hays	do	2.00	3.20		2.00	3.20		
Agate, Colo	P. L. Fitzsimmons	Fire					57.84		
Airhill, Ohio	N. Fryman	Burglary	3.26						Disallowed; loss resulted from negligence.
Albertville, Ala	A. Scott	do	15.81		42.16	15.81		42.16	
Alford, Ky	S. J. Alford	Fire		17.91			20.67		
Alice, W. Va	A. G. Sleeth	Burglary	.65	12.58					Do.
Allen, Ind. T	J. T. Gilmore	In transit			65.00			65.00	
Do	do	do			100.00			100.00	
Allen, Tex	J. H. Head	Burglary		24.56					Do.
Alliance, Ohio	J. C. Devine	do	1.24			1.24			
Altoona, Minn	A. McNaughton	Fire					9.78		
Ambrosia, W. Va	C. E. Pullin	Burglary	1.30	10.42			10.42		
American Corners, Md	H. R. Merriken	Fire					70.90		
Anatone, Wash	C. Halverson	do					120.30		
Andover, Ohio	F. J. Bishop	Burglary	8.54	223.00	44.87	8.54	223.00	44.87	
Angola, N. Y	F. W. Lemmler	do		94.62	.39		94.62	.39	
Anselm, N. Dak	F. W. Froenke	do	10.00	62.92	63.80	12.08	61.56	24.03	
Apalachin, N. Y	R. S. Pearsall	do	10.00	132.59		5.00	130.72		
Apollo, Pa	E. A. Townsend	do	2.50			2.50			
Appleton, Ark	C. L. Brant	do	9.40	4.00					Do.
Arborhill, Iowa	J. F. Pease	Fire		31.19			31.19		
Arcana, Ind	J. B. Strange	Burglary	15.48	5.66		15.57	5.67		
Archbold, Ohio	R. H. Bette	do		222.11			198.29		
Ardwick, Md	F. Mayberry	do	1.01	11.13			5.00		
Argentine, Kans	G. W. Killmer	do	82.45	875.62	243.50	82.45	875.62	243.50	
Argusville, N. Dak	F. D. Payne	do			42.69			1.66	Remainder claimed should have been deposited.
Argyle, Tex	H. R. Fehleisen	do	21.31			21.30			
Arlington, Ind	R. W. Meridith	do	2.00		2.45	2.00		1.45	
Aroya, Colo	J. O. Dostal	do	14.00						Disallowed; the loss did not result from burglary.
Asbury, Mo	J. P. Riley	do	29.27						Disallowed; loss resulted from negligence.
Ascot, Mo	J. M. McIntosh	Larceny		10.00					Do.
Ashland, Miss	J. R. McDonald	In transit			169.00				Dismissed; the amount lost was recovered.
Ashland, Nebr	K. Du Bois	Burglary	1.75	2.53		.75	2.53		

Aten, Nebr	J. Marsh	Larceny		2.79					Disallowed; the loss resulted from negligence.
Athens, Tex	T. M. Matthews	Burglary		10.90					Withdrawn by claimant.
Atlanta, Nebr	C. S. McManigell	do					50.26		
Atlanta Heights, Ga	W. H. Cornwell	Storm		8.40					Disallowed; no satisfactory proof of loss.
Atwood, Ind	W. H. Thomas	Burglary	18.94		28.53	18.90		28.53	
Aurora, Utah	S. A. Curtis	do	10.14	38.35		10.15	36.79		
Autaugaville, Ala	H. L. Jones	do	5.10		5.00	5.10		5.00	
Avenue City, Mo	J. W. Thierstein	do	4.63	1.84		4.28	1.84		
Avon, Ohio	L. Lenard	do		14.17	18.21		14.17	18.21	
Avondale, Pa	W. C. Mackey	do		7.04					Disallowed; loss resulted from negligence.
Babcock, Wis	C. F. Guerin	Fire		8.58			13.58		
Bakers Mill, Fla	D. J. Browning	Burglary	7.65						Do.
Baldwin, Mich	R. J. Matthews	do	55.11		49.66	41.96		49.66	
Balsam Lake, Wis	J. W. Park	Fire				19.84	32.73		
Baptistown, N. J	W. Armvine	do					23.99		
Bareah, Fla	B. Gunter	Burglary	2.87	4.05					Do.
Barham, Ark	J. C. Grayson	do		7.00					Do.
Barker, Pa	H. S. Burroughs	do	.38	24.28		.38	24.28		
Barlow, Tex	N. D. Caldwell	do		16.00					Do.
Barnegat, N. J	J. S. Storms	do	41.02	285.10	26.69	41.02	285.10	26.59	
Barney, Iowa	C. Klein	do	4.29						Do.
Barton, N. Y	W. E. Cary	do		66.85			66.85		
Bath, Tex	J. H. Bell	do	1.10	3.40					Do.
Batson, Ohio	W. G. Sinn	do	15.37	60.25		15.37	60.25		
Bay, Ark	A. L. Garrett	Fire					32.94		
Bay City, Tex	J. D. Moore	Burglary	2.50	4.90					Do.
Bayfield, Mo	J. N. C. Arnold	do	11.13	.15		11.13	.15		
Bay St. Louis, Miss	J. E. Saucier	Fire		2.89					Disallowed; no proof of the loss in question.
Beaman, Mo	J. B. Stuart	do		6.95			6.95		
Beard, N. C	W. A. Beard	Burglary		.51			.51		
Bear Lithia, Va	J. T. Naylor	do	24.77			24.77			
Beaver, Pa	L. W. Reed	Fire		65.04			65.04		
Beaver, W. Va	D. T. Callahan	do					35.71		
Becks Mills, Ohio	B. Beck	Burglary	13.01						Disallowed; loss resulted from negligence.
Beerston, N. Y	C. D. Ostrom	Fire					18.66		
Beldens, Vt	E. H. Bruya	do		101.79			101.49		
Bellmont, N. Dak	S. K. Knutson	Burglary		46.85			46.85		
Bells Mills, Ala	J. A. Brown	do	6.56						Do.
Benson, Minn	J. Thorson	do	46.50	161.48	36.43	46.50	161.29	36.43	
Benton, Pa	J. G. McHenry	do	19.10		230.67				Do.
Bertha, Va	A. H. Finks	Fire					2.80		
Berwick, Kans	M. R. Strahm	Storm	6.00	9.76		6.00	9.76		
Bethany, Nebr	F. L. Sumpter	Burglary	18.93	39.93		18.93	39.93		
Bethany, Ohio	R. M. Billingslea	Fire					70.81		
Beulah, Iowa	W. E. Lord	Flood	21.63	39.00		21.63	39.00		
Bevill, Ala	R. C. Cowan	Burglary	6.20			6.20			
Bexar, Tenn	W. C. Sutton	do		16.90					Do.
Billerica, Mass	T. F. Lyons	do		3.00					Do.
Binghamton, N. Y	C. A. Hull	In transit			418.50			418.50	
Birchtree, Mo	B. B. Adams	Burglary	57.38	7.25	2.48				Do.
Birkner, Ill	E. Thomas	Cyclone					35.99		

List of claims on account of loss by fire, burglary, etc., acted upon by the Postmaster-General, from July 1, 1896, to June 30, 1897, etc.—Continued.

Post-office.	Postmaster.	Cause of loss.	Amounts claimed.			Amounts allowed.			Remarks.
			Postal funds.	Postage stamps, etc.	Money-order funds.	Postal funds.	Postage stamps, etc.	Money-order funds.	
Birmingham, Ky	W. M. Holland	In transit	$5.00						Disallowed; failure to remit in compliance with instructions.
Bishop, Ill	J. Dissman	Burglary		$10.34			$10.34		
Blackbird, Mo	Wm. Love	do	20.62						Disallowed; loss resulted from negligence.
Bladeston, Ky	F. M. Holton	do	2.84	16.26		$2.84	16.26		
Bliss, Idaho	J. L. Fuller	do		45.85			55.74		
Blockhouse, Tenn	W. L. Jemes	Fire				10.34	9.90		
Bloomfield, Nebr	E. Lanver	Burglary	5.43	346.89	$19.39	5.43	346.00	$19.39	
Bloomfield, Pa	W. G. Babcock	do		27.00					Disallowed; no proof of burglary.
Blooming, Oreg	H. Paul	Fire					20.36		
Blooming Grove, Tex	B. F. Carroll	Burglary	24.99			24.99			
Bloomington, Ala	J. A. Rorex	Fire		23.60			23.69		
Bloomington, Md	F. Bartlett	Burglary	7.22	1.95		7.22	1.95		
Bluecreek, Ohio	A. B. Elliott	In transit			10.00			10.00	
Blue Earth City, Minn	O. A. Bishop	Burglary	15.14		4.42	15.14		4.42	
Bluebill, Nebr	J. J. Martin	do	5.05	8.00		5.05	8.00		
Blueridge, Ill	C. Kroell	Fire					6.30		
Boelus, Nebr	L. J. Morton	Burglary	36.88	169.01	126.64	36.88	169.01	53.64	
Bohemia, N. Y	T. Gross	do	.40	3.14		.40	3.14		
Bolivia, Ill	G. M. Armstrong	Fire				10.84	21.11		
Bolsa, Cal	W. L. Gaines	do					31.20		
Bonny Doon, Cal	E. Owens	do		1.35			1.35		
Boody, Ill	W. H. Weatherford	Burglary	13.00	21.93		5.97	5.09		
Booth, Kans	G. W. Keedy	do	16.60						Disallowed; amount of loss not satisfactorily shown.
Borie, Pa	M. Jackson	Burglary	15.63						Disallowed; loss resulted from negligence.
Bowers, Wis	C. E. Mower	Fire		14.08			13.60		
Bowling Green, Ky	J. B. Gaines	Larceny		1,142.98					Disallowed; cause of loss not satisfactorily shown.
Bradford, N. Y	H. P. Zimmerman	Burglary	12.00	146.23			146.23		
Brainard, N. Y	D. Black, jr	do		51.00			51.00		
Bramwell, W. Va	A. I. Godfrey	do	233.69	257.35	45.19	233.69	257.35	45.19	
Brayton, Nebr	C. Swanson	Fire		26.23			26.23		
Breathedsville, Md	T. J. Warfield	Burglary	5.75	24.40		5.75	24.40		
Bridgeport, Ark	G. H. Hovey	Fire		17.66			17.66		
Bridgeton, Mo	J. Kessler	Burglary	7.20						Disallowed; loss resulted from negligence.
Bridgewater, N. C	J. R. Rust	do	4.46						Do.
Bridgewater, Va	S. G. Driver	do	274.01	362.09	127.68	274.01	362.09	127.68	
Brier, W. Va	L. P. Lusk	do	6.73	17.43		6.73	17.43		
Brightseat, Md	R. G. Lamb	Fire				3.50	22.49		
Brockport, Pa	F. E. Waite	In transit			61.00				Disallowed; failure to remit in compliance with instructions.

Brooton, Ill	S. E. Heun, acting	Fire					91.76		
Brown, La	J. S. Row	Mice		1.48			1.48		
Browns Grove, Ky	J. H. Brown	Burglary	1.70	23.32					Disallowed; loss resulted from negligence.
Browntown, Wis	T. Martin	do		11.85					Do.
Do	do	do		102.50			96.65		
Brunswick, Md	S. V. Blessing	do		80.00			80.00		
Brushcreek, Cal	J. E. Rutherford	Fire	3.85	86.18			81.72		
Bryant, S. Dak	A. M. Munson	Burglary		150.00					Do.
Bryn Mawr, Pa	J. J. Connelly	do	15.08	1,651.60	33.45	15.08	1,651.60	33.45	
Buckcreek, Ga	A. J. Bazemore	Fire				21.00	19.78		
Buda, Tex	N. H. Harrison	Burglary	13.60		6.63	13.60		6.63	
Buenavista, Ill	J. G. Ermold	Fire					39.55		
Bulah, Ohio	F. E. Harrington	do		16.07			16.07		
Burnett Junction, Wis	O. H. Roll	Burglary		12.63			12.63		
Butler, Ala	F. A. Addison	In transit			375.00				Dismissed; money replaced by contractor.
Butts, Ga	J. D. Lewis	Fire		.75			.75		
Cabot, Vt	I. C. Voodry	do	8.00	175.88	30.00	7.98	31.45	32.21	
Calaveras, Tex	G. P. Knight	Burglary	4.37		74.03	4.37		1.53	Remainder of amount claimed should have been deposited.
California, Pa	L. C. Powell	do	150.39	105.36	137.53	150.39	105.36	129.42	
Calliope, Iowa	W. T. McPherson	Fire		44.02			44.02		
Cambria, Va	W. K. Fagg	Burglary					101.85		
Camden, Miss	H. F. Adams	In transit			4.00				Dismissed; money recovered.
Camden, Mo	D. Smithey	Burglary	1.69	1.32		1.66	1.20		
Campton, Ky	G. T. Center	do		2.25	61.08			61.08	
Candor, N. Y	E. S. Williams	do	18.00	6.60		18.00	6.60		
Cannonsburg, Ky	E. E. Eastham	do		33.60			33.60		
Canton, Miss	G. Handy	Fire		7.00			7.00		
Capell, Miss	E. S. McCoy	Rats		1.50			1.50		
Capps, Ala	D. W. Capps	Burglary	16.94			16.94			
Carlyle, Ill	Wm. Allen	do	9.97			9.97			
Carolina, R. I	O. E. Barber	do	52.39	96.80		52.39	96.80		
Carrollton, Ill	E. L. Simpson	do	19.75		69.16				Disallowed; loss resulted from negligence.
Carrollton, Ohio	J. V. Lawler	do	97.30	205.66	45.10	97.30	205.66	45.80	
Carthage, N. Y	J. Whaling	do	125.50	36.37		125.50	36.37		
Cascade, Ohio	G. W. Moore	do		3.24			3.24		
Cascara, W. Va	J. L. Taylor	do		13.31			13.31		
Cassville, Ark	D. C. Nichols	Mice		8.00			6.60		
Castalia, N. C	S. J. Bartholomew	Fire				4.00	35.50		
Castlegate, Utah	A. D. McLean	In transit			10.00				Disallowed; failure to remit in compliance with instructions.
Catale, Ind. T	M. D. L. Baird	Robbery	11.75			11.75			
Catlett, Va	F. S. Ensor	Fire					3.84		
Cat Spring, Tex	M. Hassler	Burglary	96.04			96.04			
Caywood, N. Y	C. Caywood	do		53.92			52.05		
Cedar, Wis	G. Miller	do	10.52			10.52			
Cedarhill, N. C	J. W. Green	Fire		43.58			43.58		
Cedarhill, Tex	R. R. Ramsey	do					69.13		
Do	do	Burglary	71.74		302.18	71.74		302.18	
Centerville, Ala	T. E. Schoolor, acting	In transit			76.00			76.00	
Central, N. Mex	R. C. Anderson	Burglary	24.13	114.85		24.13	114.85		
Central City, Colo	M. Leahy	do	7.87						Disallowed; loss resulted from negligence.

List of claims on account of loss by fire, burglary, etc., acted upon by the Postmaster-General, from July 1, 1896, to June 30, 1897, etc.—Continued.

Post-office.	Postmaster.	Cause of loss.	Amounts claimed.			Amounts allowed.			Remarks.
			Postal funds.	Postage stamps, etc.	Money-order funds.	Postal funds.	Postage stamps, etc.	Money-order funds.	
Chalkville, S. C	S. A. Chalk	In transit	$2.26						Dismissed; money recovered.
Chalmers, Ind	A. G. Fisher	Burglary	12.44	$18.90		$12.44	$18.90		
Chalmers, Tenn	B. F. McClellan	do		8.01					Disallowed; loss resulted from negligence.
Chandler, Mo	T. J. Don Carlos	do	3.00	38.12		3.00	38.12		
Chandler, Okla	W. H. Riner	Fire	28.00	9.58		25.50	48.58		
Charleston, Ill	J. B. Briscoe	Larceny		946.50					Do.
Charleston, S. C	A. H. Mowry	Burglary	67.87		$62.00	67.87		$62.00	
Cherrycamp, W. Va	J. W. Boggess	do	7.06	34.62	.74	7.06	34.62	.74	
Chester, Ala	L. T. Hudson	do		4.78					Do.
Chewton, Pa	W. H. Marshall	do		102.69			102.69		
Chicago, Ill	J. A. Sexton	Robbery	3,757.05			3,757.05			
Do	W. Hesing	Burglary	12.25	141.10		12.25	141.10		
Chillicothe, Ill	W. H. Barbour	do	21.00			21.00			
Chilton, Tex	H. W. Flowers	Fire		16.85			16.85		
Choptank, Md	M. M. Willey	do		41.98			41.98		
Choteau, Ind. T	M. E. Adkins	Burglary			20.00				Do.
Churchs Ferry, N. Dak	G. H. Glass	do	74.28	210.27	80.69	74.28	210.27	80.69	
Cimarron, Kans	E. S. Garten	do	9.82		17.17				Do.
Cincinnati, Mo	S. P. Tipton	do	2.50	17.95		2.50	17.95		
Clara, N. C	S. A. Hauser	Fire		6.60			6.60		
Clare, Ill	M. McCarthy	Burglary		22.59					Do.
Claremont, Colo	J. T. Roberts	do	28.28			28.28			
Clarence, Mo	W. D. Crow	do		15.51					Do.
Clarks, Nebr	T. G. Morgan	do	198.04	249.74	75.16	177.16	118.57	75.16	
Clarksdale, Mo	G. W. Farrington	do	23.26		10.74				Do.
Clarkton, N. C	J. H. Clark, jr	do			10.93			10.93	
Do	do	do	1.91			1.91			
Claybanks, Mich	W. A. Eaton	Fire					17.93		
Claysville, Ind	C. E. Wheeler	do					80.37		
Clayton, Ind	H. Johnson	do		13.82			13.83		
Clayton, N. Y	G. H. McKinley	Burglary	25.00	433.04	174.95	25.00	433.04	174.95	
Clearfield, Pa	J. M. Bloom	do	43.00		200.18	43.00		75.18	
Clearwater, Kans	A. A. Kincaid	do	12.50	126.55	53.11	12.50	125.55	53.11	
Cleveland, Ga	J. H. Glen	do		17.59					Do.
Clifton, Mass	F. A. Chapman	do	8.35			8.35			
Clifton, Pa	E. V. Gersbacher	Fire				8.60	38.77		
Clinton, Iowa	A. L. Schuyler	Larceny	78.00	275.88					Do.
Clinton, Ky	J. R. Graham	Fire		3.84			3.84		
Clinton, Me	A. Hunter	Burglary		264.92					Do.
Clover, N. C	C. C. Hinsdale	do	7.21			7.21			
Clyde, Ga	W. G. Chester	do	1.00	2.16					Do.
Clyde, Tex	S. B. Raley	Storm		8.28			8.28		

Clyde, Wis	D. Shannon	Burglary		31.94			31.94		
Coalburg, Ala	M. S. Ormond	In transit			70.00			70.00	
Do	do	Burglary	20.00	11.10		20.00	11.10		
Coburg, Iowa	F. McGreer	Fire		37.15			37.15		
Cockeysville, Md	C. Zink	Burglary		198.21			198.21		
Cody, Nebr	M. Moore	do		58.29			4.53		The greater part of the stolen stamps was recovered.
Coeymans, N. Y	W. B. Holmes	do	16.90	192.72	.85	16.90	192.72	.85	
Coke, Tex	C. A. Robinson	In transit	6.21						Dismissed; loss made good by a clerk who lost the money.
Cold Spring, Tex	G. W. McKella	do			10.00				Do
Cold Spring Harbor, N. Y	F. Leek	Burglary		11.07			11.07		
Colfax, N. Dak	H. E. Crandall	do	115.14		22.39	115.14		2.39	$20 of the money-order funds should have been previously deposited.
Colfax, Wash	S. Manning	In transit			60.00				Dismissed; no loss occurred.
Colfax, W. Va	M. L. Herron	Fire					41.06		
Collins, Mo	J. F. Fields	Burglary		140.68			140.68		
Collinsville, Conn	S. J. Lyon	do	4.07	2.04	.90	4.07	2.04	.90	
Collinsville, Ill	J. W. Edmonson	In transit	4.61			4.47			
Collyer, Kans	L. S. Myerly	do			5.00			5.00	
Colona, Ark	C. F. Angelo	Fire					36.47		
Columbus, Ill	P. Amen	do					58.25		
Commonwealth, Wis	M. T. Anderson	Burglary				73.50	177.92	3.00	
Conaways, Md	Z. P. Conaway	do		24.44					Disallowed; loss resulted from negligence.
Concord, Ga	I. B. McClendon	do	14.00			14.00			
Concord, Tenn	J. W. Boyd	Fire		16.31	1.00		16.31		
Cookport, Pa	W. H. Lutman	Burglary	1.00	4.43		1.00	4.43		
Cooks Mills, Ill	D. F. Hoots	Fire					18.18		
Cool Spring, N. C	D. P. Sartin	Burglary		4.00					Disallowed; no satisfactory proof of loss.
Cooper Tract, Pa	J. C. Huntington	do		15.63					Disallowed; loss resulted from negligence.
Cordova, Md	A. E. Arringdale	Fire				5.15	33.02		
Corkery, Mo	J. L. Milligan	Flood					6.44		
Coronado, Fla	F. Sharp	Fire	29.52	54.85		29.52	40.88		
Corwith, Iowa	G. C. Brickey	Burglary	8.40	33.21	10.56	8.40	33.21	10.56	
Cottagegrove, Tenn	C. W. Crutchfield	Fire		3.49			3.49		
Cottage Home, Ill	T. M. Sanders, acting	Burglary	2.11	2.99					Do.
Cottle, Tex	M. W. Combest	Cyclone		17.08		.92	16.46		
Council Grove, Kans	W. F. Shamleffer	Burglary	256.37	255.20	93.64	256.37	255.20	93.64	
Cowlesville, N. Y	W. G. Austin	Fire	2.00		264.00	2.00	89.96	171.08	Part of the money-order funds lost should have been previously deposited.
Coxsackie Station, N. Y	W. Cleary	Burglary		17.44			17.44		
Cranford, N. J	J. L. Derby	do		2,489.72	25.50		2,489.72	25.50	
Crawford, Tex	F. L. Dulaney	Fire		9.44			9.44		
Crescent Hill, Ky	H. P. Watson	Burglary		50.75			50.75		
Cresco, Pa	J. J. Sharbaugh	do	24.89	4.28	68.91	7.76	4.28	68.91	
Creswell, Tex	E. P. Klapp	Mice		.96			.96		
Crews Depot, Ala	T. L. Crew	Burglary	4.69		50.98				Disallowed; loss resulted from negligence.
Cripple Creek, Colo	J. C. Rose	Fire		60.28			60.28		
Do	do	Burglary	175.39	85.03	549.39	175.39	85.03	549.39	
Crockett, Miss	L. A. Cooper	do	5.90			4.75			
Cross Trails, Ala	A. Hart	do				4.00	14.29		
Cumberland, Iowa	E. Palmer	In transit			54.00			54.00	

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			Postal funds.	Postage stamps, etc.	Money-order funds.	Postal funds.	Postage stamps, etc.	Money-order funds.	
Curryville, Ga	W. L. Blankenship	Burglary	$6.69						Disallowed; loss resulted from negligence.
Dairyville, Iowa	H. O. Chase	do	19.33			$3.22			
Daphne, Tex	J. A. Milstead	do	1.10			1.00			
Davis, Ind. T	G. A. Wilson	Fire		$26.69			$7.32		
Davisboro, Ga	R. B. Thompson	Burglary			$103.89	48.51		$18.89	
Davisburg, Mich	P. A. Wright	do		.67					Do.
Dawsonville, Md	N. W. Allnut	Fire					6.03		
Dayton, Wyo	J. Ketcham	In transit			190.00			110.00	Remainder of amount claimed should have been previously deposited.
Deal, Ind	A. Armstrong	Flood					6.46		
Dearing, Ga	T. J. Clark	Fire		40.00			40.71		
Deer Park, Wash	P. J. Kelly	Burglary		36.82			35.32		
Dell, Wis	R. Curry	Fire				1.19	14.67		
Delta, Iowa	J. O. Newkirk	Burglary		4.00			4.00		
Densmore, Kans	D. F. Beck	Robbery			90.00				Disallowed; negligence and insufficient proof.
Des Moines, Iowa	E. H. Hunter	Fire			118.50			118.50	
Devon, Pa	D. O. Sullivan	Burglary	19.50	271.63		19.50	271.63		
Dewitt, N. C	J. Edney	Fire					16.39		
Dexterville, Wis	W. Downing	Burglary	3.00	30.20					Disallowed; loss resulted from negligence.
Dixon, Nebr	W. H. Gibson	do	25.00	3.71	16.20	25.00	3.71	1.70	
Dorset, Va	G. L. Davis	Fire					34.81		
Dottie, Mo	N. Cockrell	Burglary	6.00						Do.
Douglas, Ill	J. Glenn	do		1.55					Do.
Dows, Iowa	J. F. Kent	do	39.00			28.17			
Drewryville, Va	D. M. Thomas	do			33.35			33.35	
Drill, Ohio	F. W. Henderson	do	2.75	13.78	1.10				Do.
Drums, Pa	C. M. Drum	do		20.84					Disallowed; no evidence as to cause of loss.
Dublin, Md	H. S. Riley	do		7.84					Disallowed; loss resulted from negligence.
Duenweg, Mo	C. L. Wright	do	4.57			4.57			
Duffy, W. Va	J. M. McCutcheon	do	11.00						Do.
Duganville, Ky	S. P. Robinson	Fire					28.58		
Duhring, Pa	C. J. Berg	Burglary							Do.
Dushore, Pa	G. E. Donahoe	do	2.28	60.33	26.43	2.28	60.53	26.43	
Eagle, Mich	T. H. Eddy	Fire		5.00			5.00		
Eagle, N. Y	F. R. Wilson	Burglary	45.33	85.76	32.44	45.25	85.25	32.44	
East Islip, N. Y	F. Parker	do		29.16					Do.
East Jamaica, Vt	C. K. Butler	do	16.00	7.12					Do.
East Machias, Me	F. Sanborn	do	15.44	227.49	18.98	14.90	227.23	18.98	
East Palestine, Ohio	D. S. Smith	do	117.92	432.53	84.50	117.92	432.53	84.50	
East Springfield, Pa	C. A. Moore	do		16.00	2.00		16.00	2.00	
East Union, Minn	A. R. Mellquist	do	2.00	3.00					Do.

East Walpole, Mass	J. F. Freese	do	1.15	2.35			3.50	Do.
Eaton, Tenn	J. W. Smith	Fire		8.50			8.50	
Ebensburg, Pa	P. G. Fenlon	Burglary	82.91	134.44		82.91	134.44	
Echo, Mo	F. F. Brewer	Fire		5.40			5.40	
Edgerton, Kans	W. M. Crawford	Burglary		58.20			57.16	
Edgerton, Ohio	L. Yackee	do		6.55			6.55	
Edwards, Wash	G. F. Hess	Fire		83.87			83.87	
Egypt, Ga	E. E. Foy	do		17.65			7.78	
Eldorado, Nebr	E. H. Fifield	Burglary		50.56			50.56	
Elkdale, N. Y	R. F. Winship	do		26.86			26.86	
Elkhorn, W. Va	H. C. Ross	do	116.16		278.71	116.16		5.03 Remainder claimed should have been previously deposited.
Do	do	Fire					254.80	
Elkton, N. C	J. B. Love	Burglary		7.53				Disallowed; loss resulted from negligence.
Elliott, Miss	W. T. Caldwell	Fire					36.84	
Ellmont, Pa	R. A. Hamilton	Burglary	34.21	90.79		34.21	90.79	
Ellsworth, Ind	B. A. Kenney	do	9.90	30.08		9.42	30.08	
Ellsworth, Mich	G. F. Frink	Fire		17.39		14.76	12.53	
Elmdale, Kans	B. Holmes	Burglary	.84	1.82		.84	1.82	
Elmo, Ky	E. F. Griffin	Fire		37.98			37.98	
Elmwood, Nebr	H. P. Willcockson	Burglary		66.14			66.14	
Emerado, N. Dak	H. P. Poe	Fire		7.00			7.00	
Endicott, Nebr	F. W. Wells	Burglary	11.90	139.12				Do.
Enon Valley, Pa	J. H. Gealy	do	7.03	96.18	9.40	5.19	96.28	9.40
Erie, Colo	B. W. Smith	do	36.07		112.83	36.07		112.83
Erlanger, Ky	R. Scott	do		4.70			4.70	
Eubanks, Va	F. F. Dodson	Fire				1.92	36.90	
Evansville, Ill	H. G. Meyerott	Burglary		9.60			9.60	
Evelyn, Ga	J. T. Dent	Fire					1.80	
Evergreen, Ala	W. T. Wiggins	Burglary		225.20			216.51	
Excelsior, N. C	W. McC. Formyduval	do		12.13				Disallowed; no satisfactory proof of loss.
Exeter, Nebr	J. Kelly	do	12.00	3.44				Disallowed; loss resulted from negligence.
Fagundus, Pa	E. J. Scott	Fire	24.13	45.62		24.13	46.62	
Fairlie, Tex	J. S. Kelly	Burglary	13.71	17.05	34.32	13.71	17.05	34.32
Fall, Kans	H. H. Koffel	do		27.88				Do.
Fall City, Wis	W. J. Yates	do	3.50	9.22		3.50	9.22	
Fall Creek, Oreg	W. E. Wilmot	do		28.57				Do.
Fallis, Okla	W. H. Fallis	do	2.11			2.11		
Falmouth, Mass	G. W. Jones	do	7.00	427.53		7.00	427.53	
Farlen, Ind	C. E. Pershing	do	7.50			6.01		
Farmers, Ky	I. Alley	Fire		39.75	112.91		39.75	All money-order funds should have been deposited.
Farmersville, Cal	T. J. Brundage	Burglary		31.31			31.31	
Farmersville, N. Y	W. D. Smith	do	5.71	2.23				Disallowed; loss resulted from negligence.
Farmingdale, Ill	W. T. Talbott	Fire		28.82			28.82	
Farmington, Conn	E. H. Deming	Burglary		19.83			19.83	
Farmington, Ohio	D. E. Miller	do	23.25	38.89		23.25	38.89	
Farmington, Utah	C. Sanders	do	1.50	9.81		1.50	9.81	
Farrsville, Tex	B. Z. Powell	Fire					38.82	
Federal Hill, Md	O. A. Smithson	do				3.99	11.72	
Felchville, Vt	B. M. Newton	do		29.29			29.29	
Felton, Cal	J. Steen	do		31.17			31.17	

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			Postal funds.	Postage stamps, etc.	Money-order funds.	Postal funds.	Postage stamps, etc.	Money-order funds.	
Fidelity, Ill	J. Rodell	Burglary		$53.02			$53.02		
Fidelity, Kans	A. F. Buser	Fire					12.26		
Fifteen, Ohio	P. Stegner	Flood				$19.82	24.28		
Fillmore, Cal	S. A. Guiberson	In transit	$5.00						Disallowed; failure to remit in compliance with instructions.
Fincastle, Va	I. R. Godwin	Burglary	34.48	293.68	$49.69	34.48	293.68	$49.69	
Finleyville, Pa	W. L. Gaston	do	21.20		79.86	21.20		55.86	Part of stolen funds recovered.
Fitzpatrick, Ala	R. H. Hutchinson	In transit			10.00				Disallowed; failure to remit in compliance with instructions.
Flatford, Fla	J. H. Pedrick	do	12.04						Dismissed; money recovered.
Florence, Colo	A. Guilinger	Burglary	283.18	386.24	240.50	283.18	386.24	240.50	
Florida, Ind	W. H. Barnes	Fire		2.50			2.50		
Florida, Mo	L. Young	Burglary	1.36	1.16		.15	.21		Part of stolen property recovered.
Floyd, Va	S. W. Tompkins	Fire					11.40		
Folks Store, S. C	H. M. Folk	do					30.71		
Folkston, Ga	H. A. Renfroe	In transit			68.00			68.00	
Footville, Wis	A. Walsh	Burglary		242.31			242.31		
Forest City, Ill	J. Pemberton	do		155.80	104.08		155.80	1.08	Greater part of money-order funds should have been deposited.
Forestville, Md	E. E. Nye	do		4.50			4.50		
Fort Branch, Ind	C. F. Garrison	do	1.53	10.00					Disallowed; loss resulted from negligence.
Fort Jesup, La	J. M. Franklin	In transit			40.00				Disallowed; failure to remit in compliance with instructions.
Fort Stanton, N. Mex	A. O'Neil	do			91.00			91.00	
Fountain, Mich	D. Squire	Burglary	2.00	2.00					Disallowed; loss resulted from negligence.
Freetown, Mass	C. I. Hatheway	do	2.78			2.78			
Fremont, Mich	C. M. Gibson	do	14.50		299.57	14.50		155.12	Part of stolen funds recovered.
Frewsburg, N. Y	G. W. McCoy	Fire	49.45	2.10		49.45	2.10		
Friend, Nebr	M. F. Holland	Burglary	2.00	28.05		2.00	28.05		
Galesville, Ill	S. A. Evans	Fire					29.29		
Galloway, Ark	W. R. McLaughlin	do					6.44		
Gamble, Tenn	W. H. Feezell	Burglary	4.99						Disallowed; loss resulted from negligence.
Gap Mills, W. Va	J. M. Patton	Fire					50.33		
Gardengrove, Iowa	J. C. Warner	Burglary	6.14	335.54	42.76	6.14	329.40	42.76	
Gardner, Kans	J. Sharpe	do		51.18			50.18		
Garfield, Minn	J. J. Lundstrom	In transit			56.00				Disallowed; failure to remit in compliance with instructions.
Garland, Md	D. R. Reynolds	Fire					72.51		
Gary, Ill	L. Lenzi	do		80.35			77.40		
Georgeville, Pa	C. Kinter	do		16.17			16.17		
Georgiaville, R. I	W. Loomis	Burglary		83.63			83.63		
Germantown, Ohio	C. E. Boehme	In transit			98.00				Withdrawn; no loss.

Gilbertville, Iowa	M. Nemmers						21.85	45.35	
Gillette, Wyo	J. T. Daly	Burglary		31.49	34.83		29.38		
Girard, La	K. Myrick	Fire		103.96		74.57	59.21		The money-order funds stolen should have been deposited.
		Burglary		62.61	187.00				
Gleam, Tex	J. M. Robbins	do	.29	13.90		.29	13.90		
Glenkenny, Ky	J. Flora	do		35.50			35.50		
Glen Lyon, Pa	J. Barrett	do	108.51		118.56	109.51		34.56	The greater part of the money-order funds should have been deposited.
Glenmont, N. Y	C. M. Spencer	do		13.07			13.07		
Glenrock, Nebr	J. N. Simmons	do	17.32			15.32			
Glenshaw, Pa	T. B. McMillan	do	75.52		19.26	75.52		19.26	
Glenville, Nebr	L. Goldenstein	do		71.09	8.05		71.09	8.05	
Glenwood, Wash	T. J. Shaw	do	10.00	17.95		10.00	17.95		
Goff, Kans	W. Dennis	do	126.44	125.38	53.28	126.44	125.38	53.28	
Goffs Falls, N. H	A. N. Nettel	Fire					48.78		
Goforth, Tex	J. M. Butterworth	do				4.82	26.84		
Gogebic, Mich	C. L. Peterson	do		28.49			28.49		
Goodland, Ind	C. Spinney	do		158.98			158.98		
Goodman, Miss	W. S. S. Harman	Burglary	35.11		42.75	35.11		42.75	
Do	do	In transit			65.00				Dismissed; loss made good by a railway postal clerk.
Goodpasture, Colo	J. H. Murphy	Mice		7.21			7.21		
Goodwine, Ill	W. F. Maggee	Fire					37.06		
Gordo, Ala	E. A. Brown	Burglary		20.44			4.44		The greater part of the stolen stamps was recovered.
Grahamsville, N. Y	F. V. Bush	do	67.47	110.25		67.47	110.25		
Grain Valley, Mo	J. F. Gregg	do		48.31			48.18		
Grandview, Ind	W. H. Biedenkopf	In transit			93.00				Disallowed; the money should have been previously deposited.
Granville, Ohio	A. H. Jones	Burglary	136.26	1,038.22	8.63	136.26	1,071.94	8.63	
Granville Center, Pa	O. Baxter	do	19.43	62.83					Disallowed; loss resulted from negligence.
Grassland, Va	W. G. Crenshaw	Mice		8.88			8.88		
Gravity, Pa	B. F. Box	Fire					67.89		
Gray, S. C	J. B. Tuten	do					27.91		
Graysville, W. Va	G. Rankin	do					98.34		
Great Bend, Pa	R. T. Stephens	Burglary		30.00					Do.
Greeley, Kans	J. M. Long	do	2.50	105.00			105.00		
Greene, N. Y	F. H. Cowles	do			171.15	69.92	553.41	102.15	Part of the money-order funds stolen should have been previously deposited.
Greenfield Hill, Conn	W. H. Banks	do	99.73			71.48			
Greentop, Mo	A. C. Dearing	do	11.10	1.78	69.77	11.10	1.78	1.77	The greater part of money-order funds should have been previously deposited.
Greenway, Va	W. M. Harris	Fire					5.10		
Greenwood, Fla	S. Blow	Burglary		54.90			54.90		
Gribble Springs, Tex	J. R. Lewis	Cyclone		.73			.73		
Grinter, Kans	C. H. Perkins	Fire		8.05			4.95		
Groesbeck, Tex	L. T. Padgett	do		208.20			236.70		
Do	do	Burglary			61.03			61.03	
Guava, Pa	A. Laubach	Fire					44.86		
Guineys, Va	J. W. Jones	do					68.05		
Do	do	Burglary		8.83					Disallowed; loss resulted from negligence.
Gunter, Ga	H. G. Hardison	Fire					6.87		

List of claims on account of loss by fire, burglary, etc., acted upon by the Postmaster-General, from July 1, 1896, to June 30, 1897, etc.—Continued.

Post-office.	Postmaster.	Cause of loss.	Amounts claimed.			Amounts allowed.			Remarks.
			Postal funds.	Postage stamps, etc.	Money-order funds.	Postal funds.	Postage stamps, etc.	Money-order funds.	
Gypsum, Ohio	R. Hagel	Burglary		$21.70					Disallowed; loss resulted from negligence.
Hagansport, Tex	A. B. Henry	do	$5.34						Do.
Halifax, Pa	J. B. Landis	In transit			$5.00				Dismissed; the money was recovered.
Halls, Md	J. E. Loveless	Fire					$18.67		
Hallsville, W. Va	W. G. Morgan	Burglary	16.86		17.24				Disallowed; loss resulted from negligence.
Do	do	do	2.49	5.91	48.85				Do.
Halsey Valley, N. Y	W. Gould	do	36.37	130.08		$36.37	130.08		
Hamil, Ark	J. D. Jackson	do	3.26	2.66		3.26	2.66		
Hamilton, Ill	J. A. Anderson	Mice		.27			.27		
Hamlet, Ark	J. Roden	Burglary		9.09					
Hardin Springs, Ky	A. E. Cralle	Fire		18.80			18.80		
Harlem, Pa	F. L. Gery	do				11.78	22.97		
Harold, Mo	W. L. Killingsworth	Burglary		24.73			24.73		
Harpers Ferry, W. Va	C. B. Wentzell	Flood		157.74			157.74		
Hartford, Kans	W. A. Hays	Burglary		74.30			74.30		
Hartford, Vt	N. L. Brooks	do	2.52	5.34		2.52	5.25		
Hartsburg, Ill	S. J. Woland	Fire	2.00	11.84		2.00	11.84		
Hartwell, Nebr	M. A. Porter	do		5.00			5.00		
Havana, Ohio	E. Amend	Burglary		5.32			5.32		
Hawkeye, Kans	J. L. Trowbridge	do	4.17						Disallowed; no proof of loss.
Hawley, Okla	J. Dunham	Fire				2.00	157.36		
Hays, Kans	J. Schlyer	Burglary	159.15		143.27	15.38			The greater part of the stolen funds was recovered.
Hazard, Ky	K. C. Combs	In transit			17.00				Dismissed; money recovered.
Hazleton, Iowa	De N. King	Burglary		111.92			111.92		
Hebron, Nebr	F. E. Roper	do	23.10	67.91	23.42	23.10	67.91	$23.42	
Helmer, Ind	I. Hovarter	In transit	3.04						Disallowed; failure to remit in compliance with instructions.
Henderson, Nebr	J. W. Foster	Burglary		1.70			1.70		
Henrico, Ga	W. H. Latimer	do		1.00			1.00		
Henrietta, W. Va	S. P. Bell	In transit	3.05						Withdrawn; money recovered.
Hepler, Kans	C. W Thompson	Burglary	3.25	.95					Disallowed; loss resulted from negligence.
Hernando, Miss	R. J. Lauderdale	do	135.54		89.35	135.54		89.35	
Herold, Wis	W. Herold	do	3.95	2.68					Do.
Herrwood, Ky	W. H. Sheffer	do	7.67						Do.
Hershey, Nebr	L. Strickler	In transit	1.61						Disallowed; failure to remit in compliance with instructions.
Heslop, Ohio	E. Kitts	Flood				18.48	26.74		
Hewitt, Minn	F. P. Hannifin	Fire				28.12	31.12	49.70	
Higdon, Ala	T. W. Higdon	Burglary	4.00	62.08		4.00	62.08		
Highwood, Conn	R. J. Walsh	do	31.16	32.00	25.38	30.13	30.75	25.38	

Hillsboro, Ky	H. A. Day	do	20.85	28.52	83.80	20.85	28.52	10.80	$73 of the stolen funds should have been deposited.
Hilltop, Ky	L. E. Swetman	Fire		12.87			12.87		
Hines, Mo	W. S. Creech	Burglary	3.05			3.05			
Hinson Springs, Tenn	J. H. Long	Fire							Disallowed; no proof of loss.
Hinton, Iowa	D. Winter, jr	Burglary		31.11					Disallowed; loss resulted from negligence.
Hoadley, Va	O. S. Davis	Fire					38.87		
Holdenville, Ind. T	C. M. Allen	Burglary		75.75			75.75		
Holladay, Tenn	J. M. Holladay	do	2.90			2.90			
Hollansburg, Ohio	G. W. Harrison	In transit			86.00				Disallowed; failure to remit in compliance with instructions.
Hollenberg, Kans	J. T. Lewis	Burglary	9.00	161.84		9.00	161.84		
Holly, Colo	C. L. McPherson	do	6.88		42.83	6.88		42.83	
Hollygrove, Ark	A. K. Roberts	do	1.85	9.86			9.86		
Holmesville, Ohio	J. E. McClelland	do	5.00			5.00			
Honeygrove, Pa	W. Van Sweringen	Fire					15.25		
Hopewell, Mo	J. W. Nixon	do		25.09			49.00		
Horseheads, N. Y	T. R. Peck	Burglary	19.85	752.07	25.20	19.85	752.07	25.20	
Hoult, W. Va	E. H. Hoult	do		24.65					Disallowed; loss resulted from negligence.
Houma, La	J. R. Grinage	do	2.25						Do.
Howe, Tex	J. F. Fuller	do		14.60					Do.
Hubbard, Oreg	George H. Beebe	do	60.96	88.85	29.77	61.46	16.68	29.77	
Huber, Ky	W. E. Pendleton	Fire		8.05			8.05		
Hudson, N. Y	J. M. Johnson	Burglary	156.41	2,046.64	13.70	156.41	2,046.58	13.70	
Huffman, Ala	H. M. Stewart	do		12.33			9.33		
Hulberton, N. Y	M. L. Kerwin	do		125.18					Do.
Humeston, Iowa	A. Humeston	Fire		28.21			28.21		
Humphrey, N. Y	C. S. Pierce	do					60.13		
Huntsville, Ark	T. W. Drain	In transit			22.00				Dismissed; money recovered.
Hurley, Wis	M. G. McGeehan	Burglary	78.15	51.29	105.32				Disallowed; loss resulted from negligence.
Husk, N. C	G. W. Thompson	Storm	1.04	1.81		1.04	1.75		
Industry, Ill	G. W. Jones	In transit			52.00			52.00	
Ingleside, Pa	W. M. Dougall	Fire		10.82			9.82		
Ingram, Okla	J. M. Laws	In transit	4.00						Disallowed; failure to remit in compliance with instructions.
Irene, S. C	R. Hilton	Mice					3.69		
Irvine, Pa	W. M. Metzger	Burglary	3.39	12.37	1.69	3.39	12.37	1.69	
Irvington, N. J	M. A. Van Cleve	do	15.21	315.53		15.21	295.40		
Ishawood, Wyo	M. L. Jones	In transit	16.08						Dismissed; money was received at depository.
Island Heights, N. J	W. A. Parker	Burglary	105.94	298.49	74.25	105.94	298.41	74.25	
Ithica, Ga	J. A. Lambert	do	2.17			2.17			
Jackson, Cal	J. Meehan	Fire		.52			.52		
Jackson, Mo	N. C. Harrison	Burglary	6.38	214.77	22.35	4.24	213.09	22.35	
Jackson, Wis	A. R. Braun	do	59.12	113.56		59.12	107.06		
Jamestown, Cal	P. Whyte	In transit			95.00				Disallowed; loss resulted from negligence.
Do	do	do			65.00			65.00	
Jewettville, N. Y	C. S. Davis	Fire	12.35	9.00	18.00	14.71	11.25	18.00	
Do	do	Burglary		33.71			30.82		
John Day, Oreg	F. T. McCallum	do	12.75			12.75			
Johnsville, Ky	J. T. Watson	do	.69	22.51					Do.
Jollytown, Pa	J. Dye	do	5.37	48.64					Do.

List of claims on account of loss by fire, burglary, etc., acted upon by the Postmaster-General, from July 1, 1896, to June 30, 1897, etc.—Continued.

Post-office.	Postmaster.	Cause of loss.	Amounts claimed.			Amounts allowed.			Remarks.
			Postal funds.	Postage stamps, etc.	Money-order funds.	Postal funds.	Postage stamps, etc.	Money-order funds.	
Josephine, Ga	W. D. Hodges	Fire		$14.00					Disallowed; no proof of loss.
Juda, Wis	E. J. Blackford	Burglary	$0.46	122.17		$0.46	$122.17		
Junction, N. J	P. S. Shurts	Fire		24.98	$25.00		24.98		No loss of money-order funds.
Kamiah, Idaho	H. M. Jorgens	Robbery	2.87	2.00		2.87	2.00		
Kamrar, Iowa	A. Bohning	Fire		3.00			2.75		
Kanaranzi, Minn	E. M. Blakeslee	Burglary	19.83	10.81		19.83	10.81		
Kashner, Pa	S. H. Groh	Fire					9.98		
Kasson, Iowa	C. H. Lewis	Burglary	3.00						Disallowed; loss resulted from negligence.
Keating, Oreg	W. H. Wellington	do	21.60						Do.
Keezletown, Va	A. D. Bertram	do	25.01			25.01			
Kekoskee, Wis	G. Engel	In transit			83.00			$83.00	
Kelley, Iowa	E. E. Foster	Burglary		2.00					Do.
Kennett, Mo	L. Jones	do		123.75	14.95		123.75	14.95	
Keno, Oreg	J. G. Walker	In transit	33.21			33.21			
Kess'er, Ohio	C. V. Wilson	Fire					31.83		
Ketterman, Mo	D. S. Moseley	Mice		1.50			1.50		
Keystone, W. Va	R. W. Scott	Flood				40.06	54.92		
Keysville, Va	J. E. Eubank	Burglary	32.68	226.59	70.91	19.50	228.17	70.91	
Kilbourne, Ill	S. Holmes	do	61.16	112.65	26.31	61.16	112.65	26.31	
Killona, La	A. E. Picard	In transit			107.00				Do.
Kimmswick, Mo	L. K. Waters	Burglary	3.50	2.50	1.50				Do.
Kinsey, N. C	G. P. Axley	do	3.65	12.60		3.65	12.60		
Kirkwood, Ky	W. M. Jordan	Fire		13.19			7.24		
Knight, Tex	J. Fowler	Burglary		10.40			10.40		
Knoxville, W. Va	S. W. Keyser	do		11.24					Do.
Kopperl, Tex	R. Maxey	do	68.50			68.50			
Kully Chaha, Ind. T	A. H. Ritter	do			89.79			89.79	
Lacey Spring, Va	B. Harrison	do		3.94					Do.
Lacrosse, Ark	T. B. Childress	do	2.00	6.64					Do.
Lafarge, Wis	G. E. Tate	do	5.79	36.79	45.24	5.79	36.79	47.22	
Lafontaine, Kans	J. S. Taylor	Cyclone		2.53	75.00		2.53		The money-order funds should have been deposited.
Lahoma, Okla	G. H. Newmyer	Burglary		34.19			5.55		The greater part of the stolen stamps was recovered.
Lake Cary, Pa	E. W. Stevens	Fire		53.57			51.60		
Lake George, Colo	T. H. Stratton	do	1.24	65.48	35.00	.61	23.54	35.00	
Lakeland, Md	W. C. Parker	Burglary		21.92			21.92		
Lake Mills, Wis	C. L. Hubbs	do		19.94					Disallowed; loss resulted from negligence.
Laketon, Ind	H. Ogden	do			135.62				Do.
Lakeville, Minn	M. J. Lenihan	Fire	115.00	79.00	165.00			27.64	This allowance is in addition to that made June 18, 1892.
Lakewood, Colo	A. Hatch	do		10.00			10.00		

Lamartine, Pa	R. Hays	do					21.40		
Lamont, Wis	M. W. Hunt	do	10.58	11.00			16.39		
Lancaster, Ky	J. I. Hamilton	do					205.91		
Landonville, Md	T. W. Landon	do					26.68		
Lanesboro, Pa	N. Bisbee	Burglary	4.25	89.54		4.25	98.61		
Langtry, Ga	W. B. Hall	In transit			11.25			11.25	
Lanham, Nebr	W. F. Roszell	Burglary	4.00						Disallowed; loss resulted from negligence.
Larchmont, N. Y	B. F. Palmer	do	7.25	39.62			39.62		
Late, Ill	G. W. Elwyn	Fire					38.19		
Lawsville Center, Pa	A. J. Cosgriff	do					28.00		
Leavittsburg, Ohio	E. E. Murphy	Burglary	16.25	65.08	67.05	16.25	65.08	67.05	
Lebam, Wash	A. S. Patton	Fire		21.32			21.32		
Lebanon, Pa	H. G. Walter	Burglary		41.09					Withdrawn; the stolen property was recovered.
Leemont, Va	D. H. Johnson	Fire					37.32		
Leewood, N. C	M. E. Perry	In transit	17.00						Dismissed; money recovered.
Lena, Ohio	V. B. Cox	Burglary	.50	41.54					Disallowed; loss resulted from negligence.
Lenderman, S. C	J. W. Griffin	Fire		14.16			14.16		
Lenexa, Kans	C. E. Hart	do	8.00	94.53			94.53		
Leola, Pa	H. M. Stauffer	Burglary		80.07			80.07		
Leorin, Idaho	O. S. Lee	do		18.41					Dismissed; restitution for the stolen property made by the thief.
Leslie, Ark	S. Leslie	do	17.96						Disallowed; loss resulted from negligence.
Letot, Tex	C. Letot	Fire		63.92			63.78		
Lewisburg, W. Va	T. L. Feamster	Burglary	113.00	601.99	67.75	110.77	601.19	67.75	
Liberal, Mo	W. P. Musgrove	do	5.00	8.04					Do.
Liberty, Ky	J. W. Whipp	do			294.85				Do.
Do	do	do			90.51			90.51	
Liberty Furnace, Va	J. W. Bowers	Fire					7.23		
Libertyville, Ill	G. H. Schauk	do					64.00		
Libertyville, Mo	H. L. Keith	Burglary	1.88	18.32					Dismissed; stolen property recovered.
Linden, Va	W. O. Walter	do		.97			.97		
Linesville, Pa	J. W. Haworth	do	6.00	347.30	4.00		285.23		
Linn, Ind. T	R. E. Green	do	1.00			1.00			
Lisbon, N. Dak	E. S. Wisner	do	13.76	51.71	191.67	13.76	51.71	191.67	
Litton, Tenn	R. B. Lee	Fire					33.01		
Liverpool, Ill	A. Mace	Burglary	11.10			11.10			
Logan, Ohio	L. Green	do	17.10	9.91					Disallowed; loss resulted from negligence.
Lohn, Tex	W. F. Roberts	Fire					10.10		
Long Lick, Ky	J. W. Palmer	do					9.20		
Louisville, Ga	R. H. Watkins	In transit			54.00				Disallowed; failure to remit in compliance with instructions.
Louisville, Miss	M. A. Metts	do			256.00			256.00	
Loulyma, Ark	D. J. Barnes	Burglary		8.33					Disallowed; loss resulted from negligence.
Lovass, Wis	J. C. Baglien	Fire				9.25	6.45		
Lovejoy, Ill	B. Griffith	Burglary	13.63	20.00					Do.
Lower Marlboro, Md	J. M. B. Dalrymple	do	2.50	27.61		2.50	29.56		
Lowes, Ky	J. R. Lowe	do	19.90		49.25			49.25	Loss of postal funds not proved.
Loys, Md	C. H. Miller	do	7.33	17.63		7.33	17.63		
Lucilla, Tenn	H. D. Pollard	In transit	3.12						Disallowed; failure to remit in compliance with instructions.
Luckey, Ohio	G. F. Claus	Burglary	72.98		120.79	84.63		110.79	

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			Postal funds.	Postage stamps, etc.	Money-order funds.	Postal funds.	Postage stamps, etc.	Money-order funds.	
Ludlow, Vt	D. Reed	Burglary		$29.88					Disallowed; loss resulted from negligence.
Luzerne, N. Y	H. Clemons	do		238.88			$237.46		
Luzerne, Pa	J. T. Killeen	do	$354.90		$123.60	$354.90		$123.60	
Lyons, Nebr	A. T. Hill	do			10.00				Disallowed; loss did not result from burglary.
McConnell, Tenn	W. B. Chaney	Fire					31.58		
McConnell, Va	H. M. McConnell	Burglary		2.00			2.00		
McDowell, Ill	J. K. Ostrander	do		14.08		7.86	14.08		
McGee, W. Va	L. J. Curry	Fire					25.00		
Machens, Mo	J. H. Machens	Robbery	10.00			10.00			
McKean, Pa	S. J. Gossman	Burglary			30.00				Do.
Macon, Tenn	W. H. Edenton	In transit	3.04						Dismissed; the money has been recovered.
Madison, Kans	E. Michelin	Burglary	22.90	292.94	18.90	22.90	292.94	18.90	
Madison, N. C	C. B. McAnally	Fire		11.27			11.27		
Do	do	Burglary	2.67	12.00		2.69	12.00		
Madison, Ohio	O. W. Kneale	do		54.39			54.39		
Magazine, Ala	J. F. McGowin	Fire		28.71			28.31		
Mahone, Va	J. G. Alvis	Burglary	4.00						Disallowed; loss resulted from negligence.
Malcolm, Md	W. R. Wade	do	10.00	14.24					Do.
Manasquan, N. J	W. White	do		383.30	.68		383.30	.68	
Manchester, Kans	J. H. Glenn	do	19.83		37.70	19.83		37.70	
Manito, Pa	J. S. Beam	do		24.74			24.23		
Manitou, Colo	H. B. Snyder	do		211.08			211.08		
Manlius, N. Y	F. P. Emmons	do	57.00	605.22	26.79	57.00	605.22	26.79	
Mansfield, La	W. B. Taylor	In transit			52.00				Dismissed; the money has been recovered.
Mansfield Center, Conn	A. W. Buchanan	Burglary	28.81						Disallowed; loss resulted from negligence.
Do	do	do							Do.
Mansford, Wash	W. H. Rinker	Fire	1.80			1.80	11.78		
Mantua Station, Ohio	J. W. Gilbreath	Burglary	111.37	235.17	39.35	111.37	236.01	39.35	
Marble, N. C	A. B. Smith	In transit	6.18						Dismissed; loss made good by a postal clerk.
Marcy, N. Y	A. Kearns	Burglary		60.13			60.13		
Marionville, Pa	H. H. McClellan	do	71.55	492.76	107.90	53.55	492.76	29.90	
Marlboro Mills, Conn	D. Jones	Fire	5.00	68.20			65.11		
Marquette, Nebr	J. A. Waddell	do		8.15			8.15		
Marshfield, Oreg	J. D. Black	Burglary		66.10	41.93				Disallowed; no proof of burglary.
Martin, Tenn	W. B. Gibbs	do	100.22		118.52	100.22		118.52	
Marvin, S. Dak	C. B. Williams	do	7.69		47.63	6.00		47.63	
Marysville, Mich	W. C. Rhadigan	do	.90	1.40					Disallowed; loss resulted from negligence.
Mason, Fla	R. W. Turner	Fire		25.57			27.26		
Mason City, Iowa	W. E. Miller	do		36.86			36.67		
Mauricetown, N. J	J. B. Wilson	Burglary		34.15			34.15		

Mayo, Va	J. S. Toot	Fire					20.75	
Mayview, Mo	T. W. Wheatley	Burglary	6.42			6.42		
Meadow Valley, Wis	R. C. Treat	Fire					47.22	
Meckling, S. Dak	D. West	Burglary	20.25		2.88			2.82
Mendota, Wis	H. W. Veerhusen	do	19.85	5.00	35.15	19.85	5.00	35.15
Menekaunee, Wis	N. H. Biddlecom	do		11.63				
Mercer, Tenn	F. M. McGlathery	do	2.25	1.00		2.25	1.00	
Meshoppen, Pa	G. W. Pneuman	In transit			60.00			
Metamora, Mich	A. H. Barnes	Burglary	.50	4.82				
Miami, N. C	J. Q. Parker	Fire	10.00	22.35		7.40	22.35	
Mianus, Conn	J. Maher	Burglary	9.22	154.15	15.97	9.22	154.15	15.97
Milan, Pa	S. L. Anthony	do		41.70				
Milford, Del	W. Reynolds	do	1.00	12.71		.78	12.08	
Milford, Nebr	A. Mustain	do		189.56			189.56	
Milford, Pa	J. S. Gale	do		37.83			37.83	
Millard, Nebr	M. Tex	do			86.00			
Milledgeville, Ga	C. M. Wright	do	2.05		3.40	2.05		3.40
Miller, S. Dak	J. Pusey	do	27.64	185.46	88.52	27.64	185.46	88.52
Millerplace, N. Y	H. H. Davis	do		12.25			12.25	
Millway, Pa	E. M. Shenk	do	1.38	166.26	35.47		166.26	35.47
Millwood, Tex	J. M. Nunn	do	4.97	1.00		4.97	1.00	
Milroy, Ind	J. D. Pegg	In transit			14.00			
Mineral Ridge, Ohio	A. M. Whitney	Burglary	50.60	109.27	72.07	50.60	109.27	7.07
Minersville, Pa	C. E. Steel	do	28.19		8.92	28.19		8.92
Minier, Ill	J. F. Davis	do			60.63			60.63
Mitchell, Ind	J. T. Dilley	do	70.00	543.98		70.00	543.98	
Mitchellville, Md	H. F. Phipps	do		5.55			5.00	
Molalla, Oreg	A. Stubbs	In transit			148.00			148.00
Molino, Fla	W. H. Trimmer	Burglary		2.60				
Mongaup Valley, N. Y	J. M. Gillespie	Fire	7.00	18.96			17.22	
Monteau, Pa	G. W. Leslie	Burglary	18.40					
Monterey, Ill	Z. H. Weaver	do	3.16	8.28				
Monterey, Wis	H. Dames	do		94.65			82.77	
Montfort, Wis	C. G. Van Buren	do	1.00	1.36			1.36	
Monthalia, Tex	A. Siepmann	Fire		21.60			16.98	
Montowese, Conn	A. Uhl	Burglary	12.83	384.77	3.30	12.83	384.72	3.30
Morgan Valley, W. Va	C. D. Morgan	do	35.89	294.20				
Do	do	do	5.44	77.25				
Moscow, Tex	A. S. Canon	do	12.60			12.60		
Moss, Tenn	A. J. Whitson	do					14.71	
Mossy, W. Va	W. B. Honaker	Fire				3.50	37.41	
Mound Valley, Kans	I. M. Hinds	Burglary	1.09	27.63				
Moundville, Mo	T. S. Jarboe	do		48.71				
Mountainhome, Pa	G. Shafer	do	5.50	105.53		5.74	105.29	
Mount Angel, Oreg	J. W. Ebner	do		178.10			178.10	
Mount Eaton, Ohio	E. Ruch	do			3.28	25.00	64.91	3.28
Mount Freedom, N. J	E. S. Thompson	Fire		8.30			8.30	
Mount Leonard, Mo	P. Kellett	Burglary	62.98					
Mount Vernon, Ky	C. Brown	do	65.77	19.91	59.81	28.96	19.91	6.81
Mummaville, Ohio	G. F. Mumma	do	.70	2.50		.70	2.50	

	Loss of postal funds not proved.
	Disallowed; loss resulted from negligence.
	Disallowed; failure to remit in compliance with instructions.
	Disallowed; loss resulted from negligence.
	Do.
	Do.
	Dismissed; no loss.
	$65 of the money-order funds should have been previously deposited.
	Disallowed; loss resulted from negligence.
	Do.
	Do.
	Do.
	Do.
	Do.
	Do.
	Do.
	Do.

List of claims on account of loss by fire, burglary, etc., acted upon by the Postmaster-General, from July 1, 1896, to June 30, 1897, etc.—Continued.

Post-office.	Postmaster.	Cause of loss.	Amounts claimed.			Amounts allowed.			Remarks.
			Postal funds.	Postage stamps, etc.	Money-order funds.	Postal funds	Postage stamps, etc.	Money-order funds.	
Murphysville, Ky	W. S. Tomlin	Fire				$4.40	$11.17		
Naples, Tex	F. E. Baker	do		$26.68			26.68		
Narragansett Pier, R. I	P. B. Davis	Burglary	$13.00	276.78	$8.89	13.00	276.78	$8.89	
Nashboro, La	L. J. Nash	In transit	2.79						Disallowed; failure to remit in compliance with instructions.
Natchez, Miss	A. L. Howe	do	110.00						Dismissed; money recovered.
Nauvoo, Ill	R. Anton	Mice		2.21			2.21		
Neal, Ill	G. Cluff	Fire		3.85			3.64		
Neal, N. C	R. K. Moore	Burglary	3.25						Disallowed; loss resulted from negligence.
Do	do	do	1.35						Do.
Needmore, Fla	C. L. McLeod	Storm		10.31			10.31		
Needmore, Mo	E. B. Moore	Burglary	5.33	19.13			18.33		
Needy, Oreg	D. H. Warnock	Fire					12.18		
Nelliston, N. Y	E. O. Nellis	Burglary	2.21	51.89	73.26	2.21	51.89	73.26	
Nelson, Nebr	I. G. Foster	do	7.70			7.70			
Nevada, Tex	G. J. Davis	do	27.60	6.48	43.52	27.60	6.48	43.52	
Neversink, N. Y	C. E. Freer	do	60.80	54.97	42.69				Do.
New Baden, Ill	J. W. Born	Cyclone				37.02	53.77		
New Castle, N. H	T. Tarlton	Burglary	7.25	24.84		7.25	25.23		
Newfield, N. Y	B. Starr	do		69.47			69.47		
New Galilee, Pa	G. W. Pyle	In transit			20.00				Withdrawn; money recovered.
New Haven, Mich	A. A. Bennett	Burglary		180.45	27.91		180.45	27.91	
New Knoxville, Ohio	W. H. Fledderjohan	do		131.57	12.94		128.56	12.94	
New Lewisville, Ark	W. L. Nance	Fire		85.09			86.58		
New Middleton, Tenn	Z. Gill	do					75.19		
Newport, Del	W. L. Duff	do				64.05	52.23	16.31	
Newport, R. I	L. Brown	Larceny		4,252.98			4,222.95		
Newport, Vt	C. N. Brady	Fire		56.08			29.74		
Newport News, Va	I. Tucker	Burglary		4,290.80	83.93		4,290.80	83.93	
Newstead, Ky	E. H. Anderson	Fire					2.17		
Newville, N. Y	R. D. Jones	Burglary		36.47					Dismissed; the stolen stamps were recovered.
Nilwood, Ill	A. M. Crouch	Fire		19.73			17.88		
Nineveh Junction, N. Y	O. E. Brown	Burglary		47.10			46.99		
Niwot, Colo	F. A. Bader	do	3.00						Disallowed; no satisfactory proof of loss.
North Blandford, Mass	H. A. Blair	do	4.45	158.74		4.45	158.74		
North Kansas City, Mo	J. P. Blackledge	do		8.14			8.14		
North Sanford, N. Y	F. G. Broad	Mice		7.64			7.64		
North Sewickley, Pa	M. E. Caven	Burglary	17.90			17.90			
Norritonville, Pa	J. U. Hendricks	Fire		15.26			15.26		
Nottingham, Ohio	H. L. Smith	Burglary			10.05			10.05	
Nugent, La	J. M. Nugent	Fire		4.50			4.50		

Nunnelly, Tenn	P. Whalan	....do					54.28		
Nye, Mo	J. E. Kennedy	Burglary	7.90			7.90			
Oak, Nebr	B. F. Philby	....do	78.28		100.47	78.28		100.47	
Oakdale, Ky	F. Day	Fire							Disallowed; not presented within time required by statute.
Oak Harbor, Ohio	W. Bleckner	Burglary		21.03	94.05				Disallowed; loss resulted from negligence.
Oakland, N. Y	H. C. Farnum	Fire		2.03			2.03		
Oakland, Tenn	J. C. Mathews	In transit	1.62						Dismissed; the money was recovered.
Oakley, Iowa	L. Riebel, jr	Burglary	1.50	.50		1.50	.50		
Oak Ridge, Mo	C. O. Snider	Fire		17.43			10.84		
Oakvale, W. Va	L. L. Hearn	Burglary		32.00					Disallowed; loss resulted from negligence.
Oakville, Iowa	J. C. Thomson	....do	34.68	41.54		34.68	38.26		
Oakwood, Mich	H. J. Pelton	Fire					44.56		
Octa, Ohio	I. W. Murphy	....do					8.17		
Octahatchee, Fla	A. F. Taylor	In transit	1.70						Dismissed; the money was recovered.
Odessa, Minn	H. L. Zwiener	Burglary	13.90	168.13	37.91	13.90	168.13	37.91	
Olcott, Vt	F. P. Marston	....do	6.90	191.79	84.18	6.90	191.79	80.61	
Olden, Mo	P. Evans	....do	6.49		17.99	6.49		17.99	
Oldenburg, Ind	J. H. Haverkos	Mice							Disallowed; no evidence of amount lost.
Oldtown, Fla	L. F. Felton	Storm		9.26			9.26		
Olive, Ky	L. C. Starks	Burglary		33.62					Disallowed; loss resulted from negligence.
Omaha, Tex	R. J. Hart	....do	1.56	12.40		1.56	12.40		
Oolagah, Ind. T	W. L. Warner	Fire		48.76			46.41		
Orange, Pa	J. W. Winters	Burglary		43.79			43.79		
Oregon City, Oreg	S. R. Green	....do	156.28	2,159.69	267.27	156.28	2,159.69	267.27	
Oronoque, Kans	I. Keener	....do		51.13			51.13		
Orrtanna, Pa	P. Kready	Fire					13.66		
Orting, Wash	W. H. Starr	Burglary	47.70	266.72	261.83	47.70	262.35	61.38	
Osawatomie, Kans	C. H. Giller	Fire		11.00			11.00		
Osnaburg, Ohio	C. J. Liebtag	Burglary	4.47	129.25	1.03	4.47	129.25	1.03	
Ottobine, Va	K. Paul	....do		14.01			14.01		
Overton, Md	J. H. Ruth	....do		15.70					Do.
Overton, Md	J. H. Ruth	Fire		8.85			3.35		
Ovid, Ind	W. Carmany	....do		39.77			39.77		
Oxford, N. J	J. Hilbert	Flood		14.19			14.12		
Padanaram, Ohio	C. A. Goff	Burglary	20.40						Do.
Pagetown, Ohio	J. E. Wells	Fire		1.10			1.10		
Painter, Tenn	S. M. Moore	In transit	4.22						Dismissed; the money was recovered.
Paintrock, Tenn	J. H. Byrd	Fire				5.02	41.54		
Paisley, Ky	J. McKechnie, jr	Burglary		5.41			5.41		
Palatine Bridge, N. Y	A. Fuller	....do			2.02				Disallowed; loss resulted from negligence.
Palenville, N. Y	A. Timmerman	....do		15.19			15.19		
Palmer, Nebr	B. Gallagher	....do					21.52		
Paragon Mills, Tenn	A. P. Mays	....do					24.45		
Paris, Ala	G. Pate	In transit	.55						Dismissed; the money was recovered.
Parkers, N. Y	L. B. Parker	Fire				2.00	78.37		
Parkersburg, Iowa	J. Knapp	....do		.49			.49		
Parksley, Va	A. D. F. Ewell	....do					8.41		
Parkton, Md	J. S. Price	Larceny	32.00						Disallowed; loss resulted from negligence.
Parsons, Tenn	J. S. Barham	Fire		27.55			27.57		
Partlow, Va	R. W. Smith	Burglary	10.00						Do.
Parrott, Wash	H. J. Vaughn	Fire					19.36		

List of claims on account of loss by fire, burglary, etc., acted upon by the Postmaster-General, from July 1, 1896, to June 30, 1897, etc.—Continued.

Post office.	Postmaster.	Cause of loss.	Amounts claimed.			Amounts allowed.			Remarks.
			Postal funds.	Postage stamps, etc.	Money-order funds.	Postal funds.	Postage stamps, etc.	Money-order funds.	
Patterson, Tex	W. E. Cliett	Fire		$8.17			$8.17		
Patton, Ala	J. G. Weatherly	do		27.50			23.50		
Pattonsburg, Mo	J. W. Tanquary	do		3.69			3.69		
Pawpaw, Ill	J. H. Braffet	Burglary		61.87					Disallowed; no evidence of loss.
Peggy, Mo	H. A. Holland	Fire		21.01			22.63		
Pelzer, S. C	L. Padgett	do		21.36			9.70		
Pender, Va	N. Stewart	do				$1.70	32.50		
Pensacola, Fla	W. F. Lee	Larceny	$20.00						Disallowed; loss resulted from negligence.
Perris, Cal	D. Austin	Fire		109.46			109.46		
Perth Amboy, N. J	G. H. Tice	Burglary		2,066.48	$82.00		2,065.48	$82.00	
Do	C. P. Convery	do	304.34	1,899.76		304.34	1,899.76		
Petersburg, Ill	R. Snape	do				86.72	92.47	2.89	
Peterson, Utah	J. Croft	do		52.82			51.36		
Petersville, Ind	C. B. Davis	do		24.10			22.68		
Pettysville, Mich	C. J. Gardiner	do		24.97			24.97		
Philadelphia, Pa	W. W. Carr	In transit			125.00				Disallowed; failure to remit in compliance with instructions.
Phillips Station, Pa	E. B. Phillips	Fire		20.14			20.14		
Piedmont, W. Va	T. F. Kenny	Burglary		20.86			20.86		
Piggott, Ark	D. D. Throgmorton	do	30.73			30.00			
Pine, Colo	E. C. Dake	Fire		13.71			13.71		
Pine Apple, Ala	J. B. Lloyd	Burglary	11.57		154.91	11.57		77.67	
Pioneer, Iowa	J. M. Anderson	Fire					37.42		
Pitts, Miss	S. Phillips	Burglary		9.45			9.45		
Plainfield, Mo	J. E. Wilson	Fire					8.07		
Plainville, Mass	H. G. Bacon	Burglary	1.00	18.51					Dismissed; the money was recovered.
Pleasanton, Iowa	I. W. Covington	Fire		25.32	95.00		25.32	17.00	The remainder claimed for money-order funds should have been deposited.
Ponca, Okla	W. W. Brown	Burglary	48.52	1.20	208.21	48.52	1.20	.58	Do.
Portage, Pa	M. D. Ake	do	8.10	137.30	36.12				Disallowed; loss resulted from negligence.
Port Byron, N. Y	E. M. Slayton	In transit			20.00				Dismissed; the money was acknowledged by depositary.
Portland, Fla	H. Jernigan	Burglary	14.13			14.13			
Port Trevarton, Pa	C. W. Knights	Fire					167.05		
Postal, Mo	M. Miller	do	10.00			10.00	48.79		
Potter, Ky	T. J. Branham	Burglary	1.31	48.75					Disallowed; loss resulted from negligence.
Poultney, Vt	R. J. Humphrey	do	18.70	896.73	4.86				Do.
Powell, Mo	W. J. Rodgers	In transit	5.00						Disallowed; no proof of loss in transit.
Powell, Tex	T. J. Brookshire	Fire					65.99		
Prairie du Sac, Wis	H. V. Page	Burglary	5.00	219.78		5.00	219.78		
Prescott, Ariz	E. J. F. Horne	do	7.10	156.81	275.25	6.75	156.81	240.75	
Prineville, Oreg	M. A. Moore	do	3.10						Disallowed; loss resulted from negligence.

[illegible]ville, Ohio	J. H. Parker	do	2.70			2.70			
[illegible]er, Minn	F. R. Miles	do							Do.
[illegible]n, Wash	G. W. Ford	do	199.70	249.32	61.28	107.20	260.40	61.28	
[illegible]a	T. M. Pool	Fire	5.00	41.68			34.44		
[illegible]Hill, Conn	F. J. Alexander	Burglary	10.00	4.00					Do.
[illegible], Fla	C. A. Harvey	Fire		3.49			3.49		
[illegible]ville, Ind	C. Turley	do					25.02		
[illegible]Okla	T. J. Shepherd	Mice		1.12			1.61		
[illegible], Pa	W. L. David	In transit			10.00				Disallowed; failure to remit in compliance with instructions.
Randolph, Ala	C. W. Brand	Burglary	.46		50.63			50.63	
Randolph, Tex	H. M. Norman	do		41.41			41.41		
Ravenna, Ohio	D. C. Coolman	do	91.24	636.78	174.97	91.24	636.58	174.97	
Raymond, S. C	J. G. Smith	Fire					24.58		
Redington, Nebr	B. Wilcox	Storm		6.46			6.44		
Renfroe, Miss	A. L. Harris	Burglary		22.80					Disallowed; loss resulted from negligence.
Reno, Ohio	R. Kester	do	.55			.55			
Reams Station, Va	J. Halligan, jr	do	17.13	5.24		17.13	5.24		
Reeses, Ohio	A. F. Herr	do		29.75					Do.
Rehoboth, Mass	J. C. Marvel	Fire	12.00	32.97		12.00	32.97		
Reserve, Kans	C. E. Kelly	Cyclone					86.89		
Ribble, Mich	E. Borland	Fire					40.97		
Richland, Fla	W. B. Smith	do					96.92		
Rico, Mo	M. Driver	do					25.99		
Ripon, Cal	E. C. Dickinson	Burglary	60.58		120.04	60.58		26.09	Remainder claimed for money-order funds should have been deposited.
Roaring Creek, Wis	L. H. Chandler	Fire				6.56	26.50		
Robeline, La	J. M. H. McCook	In transit			90.00				Disallowed; loss resulted from negligence.
Robinson, Ky	H. J. Martin	Burglary		67.44			51.37		
Rochelle, Ill	A. B. Pool	do			100.00				Do.
Rochelle Park, N. J	D. S. MacMullen	do		20.61					Disallowed; loss not proved.
Rock, Minn	R. Schomberger	Fire		1.00			1.00		
Rockaway, Ohio	W. Carrick	Burglary		26.15			26.14		
Rockfalls, Wis	G. H. Chamberlin	Fire					77.18		
Rockpoint, Md	S. S. Lancaster	do					10.90		
Rock Springs, Wyo	C. Sorensen	Burglary	175.23	49.21	173.08	179.30	49.21	173.08	
Rockville, Md	A. J. Almoney	do	17.25	147.07		17.25	147.07		
Rockwell City, Kans	C. Holsinger	do		20.58			41.20		
Rockyhill, Coun	F. C. Warner	do		3.76			3.76		
Rogers, Nebr	J. C. Bender	do	4.34	41.18	.10	4.34	41.18	.10	
Rollins Fork, Va	H. Rogers	Fire					6.21		
Roseboro, Ill	G. K. Carson	do					60.80		
Rosebud, Mont	C. F. Rothwell	do					39.94		
Rosehill, N. Y	W. E. Mills	Burglary		60.57	28.42		60.57	28.42	
Rosco, Iowa	J. W. Stromberg	Fire		25.00			28.05		
Roslyn, Wash	T. W. Fleming	do	117.35						Do.
Round Valley, Cal	M. H. Blaisdell	Burglary		59.17					Disallowed; cause of loss not shown.
Rowley, Iowa	J. Clayton	do	10.74			10.74			
Rutledge, Tenn	C. W. Steuart	do	12.26	9.00			9.00		
Rumseyfield, Pa	C. F. Park	do		75.21					Disallowed; loss resulted from negligence.
Russell Gulch, Colo	W. B. Askew	do		316.03	45.51		316.03	45.51	
Russellville, Ind. T	G. S. Russell	do	2.85	15.79		2.85	11.54		

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			Postal funds.	Postage stamps, etc.	Money-order funds.	Postal funds.	Postage stamps, etc.	Money-order funds.	
Rydal, Pa	T. E. Christine	Burglary	$33.53	$21.54	$47.18	$33.53	$26.54	$47.18	
St. Helena, Md	C. Levis	do	1.02	7.21		1.02	7.21		
St. Paul, Iowa	J. Schriever	Fire		18.70			18.70		
St. Petersburg, Pa	J. A. Dittman	Burglary	15.00	122.53	1.34	15.00	122.53	1.34	
Salem Center, Ind	L. Dole	Fire			80.00		20.58		Loss of money-order funds not proved.
Saltsburg, Pa	A. J. McQuiston	Burglary	69.03	631.39	10.84	69.03	631.39	10.84	
Salubria, Idaho	M. E. Lynch	In transit			70.00			70.00	
Salyersville, Ky	E. B. Gardner	Burglary			25.00				Disallowed; loss resulted from negligence.
Samish, Wash	G. Dean	Fire		31.00			30.43		
Samuels, Ky	A. P. Samuels	do		16.62			5.93		
San Diego, Tex	J. W. Shaw	In transit			70.00			70.00	
Sandy Ridge, Tenn	B. Rainwater	Fire		3.75			3.75		
San Simon, Ariz	T. R. Brandt	Robbery	25.75			25.75			
Santa Fe, Kans	E. M. McMahan	Burglary		6.86	10.12				Do.
Santos, Va	D. Pratt	Fire					13.50		
Sargent, Ga	A. H. Hamrick	do		8.95			8.80		
Saron, Tex	C. H. Pillney	Burglary	22.93			22.93			
Sautley, Ky	A. T. Martin	do		14.51			14.51		
Sault Ste. Marie, Mich	J. R. Ryan	Fire	33.50	2,170.71		33.50	2,170.71		
Savage, Md	R. Morang, sr	Burglary		66.71			66.71		
Savannah, Mo	S. M. Young	do	54.50	210.72	199.08	88.44	210.72	110.08	
Sawyer, Minn	L. M. Hughes	Fire	9.86	36.90		9.86	47.84		
Schumm, Ohio	H. M. Schumm	Burglary		39.07					Do.
Scott, Ohio	D. Ward	Fire		32.97			32.97		
Scotts, Mich	G. Ford	Burglary	10	1.00	7.00				Do.
Scranton, Pa	F. M. Vandling	do		8,300.00			8,300.00		
Scranton, S. C	S. I. L. Graham	In transit			4.00				Dismissed; the money was recovered.
Sebewa, Mich	A. A. Garlock	Burglary	3.26	6.69					Disallowed; loss resulted from negligence.
Seitzland, Pa	S. K. Diehl	do	.16	.87					Do.
Seneca, Mo	J. M. Boyd	do	22.82	519.54	15.83	22.82	519.54	15.83	
Separ, N. Mex	R. Milliken	Robbery	20.94			20.94			
Do	do	do	3.50	2.00		3.50	2.00		
Sereno, Pa	C. R. Parker	Mice		6.75			6.75		
Severy, Kans	H. T. Kanatzer	Burglary	5.00	10.10					Do.
Seymourville, La	F. M. Seymour	Fire	1.30	17.70		1.30	17.17		
Shandaken, N. Y	W. D. Coons	Burglary		35.49			35.49		
Shaw, Miss	A. Stephens	Fire		200.30			197.30		
Shawtown, Ohio	R. A. Davenport	Burglary		25.05			25.05		
Shinglehouse, Pa	H. L. Pearsall	do	7.33	2.40		7.33	2.40		
Shinnston, W. Va	L. R. Hursey	do		24.53			24.53		
Shoals, Ind	A. C. Hacker	Fire		17.34			17.34		
Shreveport, La	J. C. Soape	Burglary	733.75	1,304.29	1,044.23	733.75	1,260.29	1,120.83	

Tom Bean, Tex	J. H. Hughes	do		58.51			58.00		
Tomkinsville, Ky	J. A. Scott	do		125.36	106.00		125.36		The loss of money order funds resulted from negligence.
Tracy, Iowa	W. T. Smith	Burglary	6.00	20.00					Disallowed; loss resulted from negligence.
Triumph, Ill	W. H. Worsley	do		78.59	36.15		78.59	36.15	
Troy, Tex	L. G. Elliott	Fire					161.86		
Tucker, Ga	A. G. Chewning	Burglary		9.00			9.00		
Tucker, Oreg	B. R. Tucker	Fire		2.97			9.96		
Turney, Tenn	J. R. Holt	Burglary		4.16					Do.
Turon, Kans	C. L. Ely	do	68.58	25.03	14.28				Do.
Do	do	do	2.20		25.50				Do.
Turton, S. Dak	C. H. Drayer	In transit			90.00				Disallowed; there was no loss.
Tustin, Cal	A. M. Downs	Burglary	80.00	65.28	14.78	80.00	65.28	14.78	
Tylerville, Conn	J. A. Warner	do		12.64			12.64		
Tyro, Miss	J. M. McCravey	do		20.00					Disallowed; loss resulted from negligence.
Ulysses, Ky	Z. Moore	Fire					29.12		
Ulysses, Nebr	E. B. Zimmerman	Burglary	52.10	45.32	52.85	52.10	45.32	52.85	
Ulysses, Pa	P. A. McDonald	Fire		.94					Disallowed; no proof of loss.
Union, Ind	A. F. Kime	Burglary	4.39	4.61					Disallowed; loss resulted from negligence.
Union Bridge, Md	J. W. Little	do		458.20			458.20		
Uniontown, Ky	L. J. Cooper	do	7.81			7.81			
Unionville, Md	H. C. Worman	do	72.22	83.95	44.70	72.22	94.18	44.70	
Unionville, Mo	Z. T. Brawford	do		93.20	2.12		93.20	2.12	
Upton, Ky	D. S. Handley	do	3.00	82.23		3.00	82.23		
Utopia, Kans	E. O'Neill	In transit	11.28			11.28			
Vale, Oreg	E. R. Murray	do			81.00				Do.
Vance, Colo	S. S. McDaniels	Fire		16.96			16.96		
Vera, Ill	D. S. Thoman	Robbery	45.52		50.95	45.52		50.95	
Veranda, W. Va	J. B. Hambrick	Fire		14.25			14.25		
Veratina, Cal	A. Kennedy	do		7.50			7.20		
Vernon, Ala	E. L. Morton	In transit			10.00				Disallowed; failure to remit in compliance with instructions.
Vicksville, Va	E. W. Davis	Fire				14.85	60.71		
Victor, Oreg	F. S. Gordon	do		7.72			7.72		
Vienna, N. C	C. F. Mickle	Burglary	12.75	13.49		12.75	13.49		
Vinita, Ind. T	D. A. Frayser	do	31.74	802.63	7.07	31.74	802.63	7.07	
Virtue, Tenn	W. T. McFee	Fire					65.15		
Viva, La	J. J. Rogillia	do					12.50		
Vonore, Tenn	W. B. Kennedy	do					19.30		
Wachapreague, Va	G. S. Savage	do					58.49		
Waco, Nebr	W. H. Bradley	Burglary		134.92			134.92		
Wade, Fla	W. A. Jones	Storm		5.00			5.00		
Wadley, Ga	W. B. Mincey	Robbery	82.72		293.46				Disallowed; amount of loss not clearly proved.
Waldo, Tex	S. T. Caldwell	Fire		116.15			116.09		
Walkerton, Ind	S. J. Nicoles	In transit			20.00				Disallowed; failure to remit in compliance with instructions.
Wallis Station, Tex	R. W. Guyler	Burglary	3.10						Disallowed; loss resulted from negligence.
Do	do	do	1.15	2.15					Do.
Walsburg, Kans	L. A. Gillett	do		2.00					Do.
Waltersburg, Pa	A. C. Brown	Cyclone	19.41	35.62		19.41	6.11		
Waltersburg Ill	A. W. Walter	Burglary	4.85			4.85			

List of claims on account of loss by fire, burglary, etc., acted upon by the Postmaster-General, from July 1, 1896, to June 30, 1897, etc.—Continued.

Post-office.	Postmaster.	Cause of loss.	Amounts claimed.			Amounts allowed.			Remarks.
			Postal funds.	Postage stamps, etc.	Money-order funds.	Postal funds.	Postage stamps, etc.	Money-order funds.	
Steins Pass, N. Mex	E. Rodgers	Fire					$63.78		
Steubenville, Ky	E. Correll	do					4.66		
Steward, Ill	G. A. Ruckman	Burglary		$80.81			80.81		
Stonycreek, Tenn	A. S. Estep	do		22.39					Disallowed; loss not satisfactorily proved.
Stovall, N. C	W. Stovall	do	$25.00		$85.00				Do.
Strafford, Pa	E. M. Minshall	do		16.52			16.52		
Strasburg, Mo	J. W. Seaton	do		64.49					Disallowed; loss resulted from negligence.
Streets, Va	E. W. Beazley	Fire		11.00			5.50		
Strykersville, N. Y	O. Bennion	Burglary	3.71	2.90					Do.
Sturgis, Mich	J. S. Flanders	do	10.00	77.02		$10.00	71.51		
Sudbrook Park, Md	E. Blackford	do		6.81			6.81		
Sullivan, Ala	J. H. Hubbird	Fire				2.76	27.99		
Sulphurhill, Ind	J. Howard	do		12.11			12.11		
Sulphur Springs, Wash	J. W. Blankenship	do					46.74		
Summerhill, N. Y	F. A. Bliss	Burglary	2.70	28.50					Do.
Summit, N. J	B. Lane	do	605.22	5,342.60		556.72	5,342.60		
Sunset, Mo	S. S. Pike	Fire					53.16		
Surprise, Ohio	J. M. Davis	Burglary		8.94					Disallowed; no proof concerning cause of loss.
Swartwood, N. Y	T. Woolever	do		49.37			49.37		
Sweden, Pa	J. W. Neefe	Fire				2.52	10.44		
Sylvania, Ind	H. Durham	In transit	5.00						Disallowed; failure to remit in compliance with instructions.
Sylvia, Kans	J. A. Whitehurst	Burglary			18.00				Disallowed; loss resulted from negligence.
Tabanacle, Ala	W. E. Dubose	Fire		11.00			5.94		
Tahlequah, Ind. T	W. A. Thompson	In transit			61.00			$61.00	
Talking Rock, Ga	M. Morrison	Burglary	16.10			16.10			
Talmage, Nebr	W. H. Eschmeyer	do		70.00			70.00		
Talmo, Kans	A. E. Whan	do		31.35					Dismissed; the stolen stamps have been recovered.
Taloga, Okla	W. Hofman	do	21.19	62.27	210.84				Disallowed; the claim is manifestly fraudulent.
Tappan, Ohio	D. L. Taylor	do	6.17	38.06	15.00	6.19	38.06	15.00	
Tateville, Ky	J. Lewis	Fire					20.66		
The Grove, Tex	G. W. Taylor	Burglary	15.47						Disallowed; loss resulted from negligence.
Thelma, Ind	R. S. Greer	do		8.35					Do.
Thomasville, N. C	J. W. Lambeth	do	13.19						Do.
Tim, Va	J. T. King	Fire					15.36		
Timon, La	A. N. Timon	do					7.94		
Tioga, Pa	D. C. McAllister	Burglary		748.31	10.00		748.31	10.00	
Tolar, Tex	E. Fitzhugh	Fire							Disallowed; no loss proved.
Tomahawk, W. Va	J. Hiett	do		7.00			7.00		

List of claims on account of loss by fire, burglary, etc., acted upon by the Postmaster-General, from July 1, 1896, to June 30, 1897, etc.—Continued.

Post-office.	Postmaster.	Cause of loss.	Amounts claimed.			Amounts allowed.			Remarks.
			Postal funds.	Postage stamps, etc.	Money-order funds.	Postal funds.	Postage stamps, etc.	Money-order funds.	
Warner, S. Dak	W. Bain	Burglary	$3.07	$0.70					Disallowed; loss resulted from negligence.
Warren, Conn	F. P. Knapp	do	1.67	24.00		$1.67	$24.00		
Warsaw, Ohio	R. Clark	do	2.00	5.00					Do.
Waterloo, Ind	W. S. Getts	Fire	.77	15.63			15.63		
Watson, Tex	S. E. Watson	Burglary		7.36			2.52		
Waubay, S. Dak	B. F. Herington	do	59.60	149.57	$81.98	85.82	145.78	$27.98	Part of the money-order funds stolen should have been deposited.
Waukee, Iowa	J. S. Shannon	do		78.99	2.75		78.99	2.75	
Weiser, Idaho	M. L. Hanthorn	do		133.00	20.00		133.00	20.00	
Welch, Tex	N. Johnston	Fire					55.79		
Wells, Iowa	I. W. Brownell	Mice		1.55			1.55		
Wells, N. Y	C. L. Fry	Fire					7.72		
Wellsboro, Ind	A. Robertson	Burglary		8.00					Disallowed; loss resulted from negligence.
Wellsboro, Pa	F. K. Wright	do	169.38	359.28	141.82	159.78	359.28	141.82	
West Cairo, Ohio	C. W. Westbay	do		.98	7.56				Do.
West Charleston, Ohio	D. M. Benham	Fire		46.40			46.40		
West Day, N. Y	C. L. Marcellus	Burglary		3.88			3.88		
West Lebanon, N. H	J. B. Hosley	do	14.99	44.18		14.99	44.18		
Westmoreland, N. H	C. D. Britton	Fire		3.81			3.81		
Westpoint, Tex	J. T. Drisdale	Burglary	60.23		28.85	60.23		28.85	
West Salamanca, N. Y	N. A. Waite	do	7.59	65.45	142.33	7.00	51.92	142.29	
West Scarboro, Me	W. H. Graffam	do		35.10					Do.
Westville, Ind. T	E. R. Alberty	do		3.37			3.37		
Whitehouse, N. J	L. C. Backer	do	9.45	21.86	35.99	9.32	20.36	36.04	
White Mills, Pa	J. S. O'Connor	Fire					52.72		
White River Junction, Vt	C. A. Fitzpatrick	Burglary	3.36	55.08		3.36	55.08		
Whitesboro, N. Y	E. Kernan	Fire		28.81			28.81		
Whitney Point, N. Y	W. W. Collins	do		313.38			309.67		
Whittington, Ill	F. Moore	Burglary			90.53			90.53	
Wickliffe, Ky	E. W. McElya	Fire		120.07			72.79		Part of the stamps was lost through negligence.
Williams Mills, Pa	L. E. Myers	do					29.29		
Williamson, Pa	N. Craft	Burglary	2.24						Disallowed; loss resulted from negligence.
Williamston, N. C	B. B. Watts	Fire							Disallowed; no proof of loss.
Wilmot, Mich	F. H. Hartt	Burglary		2.25					Disallowed; loss resulted from negligence.
Wilmot Flat, N. H	J. F. Emery	do	10.67			10.50			
Willow, W. Va	J. I. Norris	do		63.56			65.77		
Windom, S. Dak	F. H. Fowler	do		32.13			32.13		
Windom, Tex	E. C. Council	do		106.47					Do.
Winfield, Nebr	H. G. Miller	Fire				2.69	38.59		
Winterseat, S. C	E. E. Youngblood	do					21.60		
Wise, N. C	N. G. Perkinson	do		3.35			3.35		

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69

Recapitulation of allowances.

POSTAL FUNDS.

Lost by burglary	$11,042.12	
Fire	611.36	
Robbery	3,877.38	
In transit	48.96	
Floods and storms	163.88	
Sinking of ground under post-office	6.75	
		$15,750.45

POSTAGE STAMPS.

Lost by burglary	72,776.16	
Fire	13,076.17	
Robbery	4.00	
Floods and storms	582.98	
Larceny	4,222.95	
Mice	51.85	
Sinking of ground under post-office	8.55	
		90,722.66

MONEY-ORDER FUNDS.

Lost by burglary	10,545.31	
Fire	497.78	
Robbery	50.95	
In transit	1,783.75	
		12,877.79
Total		119,350.90

Total lost by—		
Burglary	94,363.59	
Fire	14,185.31	
Larceny	4,222.95	
Robbery	3,932.33	
In transit	1,832.71	
Floods and storms	746.86	
Destruction by mice	51.85	
Sinking of ground under post-office	15.30	
		119,350.90

Claims pending June 30, 1896		338
Claims received to June 30, 1897		1,150
		1,488
Claims allowed during year	832	
Claims disallowed, dismissed, or withdrawn	280	
		1,112
Pending June 30, 1897		376

NOTE.—In addition to the foregoing, five claims previously disallowed were reconsidered and allowed, making the total number of claims disposed of 1,117.

Comparative statement of allowances.

Cause of loss.	1896.			1897.		
	Postal funds.	Stamps, etc.	Money-order funds.	Postal funds.	Stamps, etc.	Money-order funds.
Fire	$883.66	$19,629.02	$1,492.47	$611.36	$13,076.17	$497.78
Burglary	13,837.43	52,944.36	10,440.85	11,042.12	72,776.16	10,545.31
In transit	225.35	.....	2,797.52	48.96	.....	1,783.75
Miscellaneous	665.81	278.13	1,495.29	4,048.01	4,870.33	50.95
Total	15,562.25	72,851.51	16,226.43	15,750.45	90,722.66	12,877.79

Aggregate for 1896	$104,640.19
Aggregate for 1897	119,350.90
Increase	14,710.71

REPORT

OF THE

TOPOGRAPHER OF THE POST-OFFICE DEPARTMENT

FOR

1897.

PORT

F THE

POST-OFFICE DEPARTMENT.

FICE DEPARTMENT,
E OF THE TOPOGRAPHER,
ashington, D. C., September 30, 1897.

it the following report of the work of
d June 30, 1897.

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es were promptly recorded; and the
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e monthly correction of the working
and clerks of the Department—the
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maps of North Dakota-South Dakota
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r the 71 bulky photoli[illegible]raphic rec-
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REPORT

OF THE

TOPOGRAPHER OF THE POST-OFFICE DEPARTMENT.

POST-OFFICE DEPARTMENT,
OFFICE OF THE TOPOGRAPHER,
Washington, D. C., September 30, 1897.

SIR: I have the honor to submit the following report of the work of this office for the fiscal year ended June 30, 1897.

The daily orders of the Department establishing, changing, and discontinuing post offices and routes were promptly recorded; and the data necessary for revising the maps in accordance therewith were procured and accurately used. The monthly correction of the working diagrams used by the officers and clerks of the Department—the important duty of this office—was duly attended to. The draftsmen prepared also the successive sets of copy for the alteration of the lithographic stones (base and color) prior to the printing of each quarterly edition of the post-route maps.

New compilations for Kentucky-Tennessee, Pennsylvania, Louisiana, Arizona, New Mexico, and Colorado were completed, and the finished maps issued with the regular editions. Similar compilations for Florida, Michigan-Wisconsin, and Maryland-Delaware-District of Columbia are now in form for photolithographing. Redrawn maps of Kansas-Nebraska, Montana-Idaho-Wyoming, and Arkansas-Oklahoma-Indian Territory were published. The maps of North Dakota-South Dakota and Ohio are being compiled anew.

With the completion of the new maps now in hand all the bases in use four years ago will have been replaced; and, by reason of drawing to enlarged scales and of rearrangement for more convenient reference, the post-route maps issued quarterly to illustrate the mail service of the country are 34 in number instead of 26, as formerly. In nearly every case it is necessary to replace the map base at intervals of three or four years, in order that the results of recent surveys as well as the status of the postal service may be clearly shown. The printing of the drainage in a color distinctive from the other work on the maps now made is a feature that contributes to the clearness desired.

In connection with the printing of the post-route maps, I have to report that the change of the contract term from one to four years, as authorized by Congress, has proved very satisfactory. It has reduced the cost of the maps, secured better work, and obviated, for the term at least, the untoward incidents of changing contractors, namely, the annual delay in printing the new contractor's first edition, and the risk in moving from one city to another the 71 bulky photolithographic record stones—valuable property of the Department not readily replaced

List of claims on account of loss by fire, burglary, etc., acted upon by the Postmaster-General, from July 1, 1896, to June 30, 1897, etc.—Continued.

Post office.	Postmaster.	Cause of loss.	Amounts claimed.			Amounts allowed.			Remarks.
			Postal funds.	Postage stamps, etc.	Money-order funds.	Postal funds.	Postage stamps, etc.	Money-order funds.	
Patterson, Tex	W. E. Cliett	Fire		$8.17			$8.17		
Patton, Ala	J. G. Weatherly	do		27.50			23.50		
Pattonsburg, Mo	J. W. Tanquary	do		3.69			3.69		
Pawpaw, Ill	J. H. Braffet	Burglary		61.87					Disallowed; no evidence of loss.
Peggy, Mo	H. A. Holland	Fire		21.01			22.63		
Pelzer, S. C	L. Padgett	do		21.36			9.70		
Pender, Va	N. Stewart	do				$1.70	32.50		
Pensacola, Fla	W. F. Lee	Larceny	$20.00						Disallowed; loss resulted from negligence.
Perris, Cal	D. Austin	Fire		109.46			109.46		
Perth Amboy, N. J	G. H. Tice	Burglary		2,066.48	$82.00		2,065.48	$82.00	
Do	C. P. Convery	do	304.34	1,899.76		304.34	1,899.76		
Petersburg, Ill	R. Snape	do				86.72	92.47	2.89	
Peterson, Utah	J. Croft	do		52.82			51.36		
Petersville, Ind	C. B. Davis	do		24.10			22.68		
Pettysville, Mich	C. J. Gardiner	do		24.97			24.97		
Philadelphia, Pa	W. W. Carr	In transit			125.00				Disallowed; failure to remit in compliance with instructions.
Phillips Station, Pa	E. B. Phillips	Fire		20.14			20.14		
Piedmont, W. Va	T. F. Kenny	Burglary		20.86			20.86		
Piggott, Ark	D. D. Throgmorton	do	30.73			30.00			
Pine, Colo	E. C. Dake	Fire		13.71			13.71		
Pine Apple, Ala	J. B. Lloyd	Burglary	11.57		154.91	11.57		77.67	
Pioneer, Iowa	J. M. Anderson	Fire					37.42		
Pitts, Miss	S. Phillips	Burglary		9.45			9.45		
Plainfield, Mo	J. E. Wilson	Fire					8.07		
Plainville, Mass	H. G. Bacon	Burglary	1.00	18.51					Dismissed; the money was recovered.
Pleasanton, Iowa	I. W. Covington	Fire		25.32	95.00		25.32	17.00	The remainder claimed for money-order funds should have been deposited.
Ponca, Okla	W. W. Brown	Burglary	48.52	1.20	208.21	48.52	1.20	.58	Do.
Portage, Pa	M. D. Ake	do	8.10	137.30	36.12				Disallowed; loss resulted from negligence.
Port Byron, N. Y	E. M. Slayton	In transit			20.00				Dismissed; the money was acknowledged by depositary.
Portland, Fla	H. Jernigan	Burglary	14.13			14.13			
Port Trevarton, Pa	C. W. Knights	Fire					167.05		
Postal, Mo	M. Miller	do	10.00			10.00	48.79		
Potter, Ky	T. J. Branham	Burglary	1.31	48.75					Disallowed; loss resulted from negligence.
Poultney, Vt	R. J. Humphrey	do	18.70	896.73	4.86				Do.
Powell, Mo	W. J. Rodgers	In transit	5.00						Disallowed; no proof of loss in transit.
Powell, Tex	T. J. Brookshire	Fire					65.99		
Prairie du Sac, Wis	H. V. Page	Burglary	5.00	219.78		5.00	219.78		
Prescott, Ariz	E. J. F. Horne	do	7.10	156.81	275.25	6.75	156.81	240.75	
Prineville, Oreg	M. A. Moore	do	3.10						Disallowed; loss resulted from negligence.

Proctorville, Ohio	J. H. Parker	do				2.70			
Prosper, Minn	F. R. Miles	do	2.70						Do.
Pullman, Wash	G. W. Ford	do	166.70	249.32	61.28	107.20	260.40	61.28	
Push, Va	T. M. Pool	Fire	5.00	41.88			34.44		Do.
Quaker Hill, Conn	F. J. Alexander	Burglary	10.00	4.00					
Quintette, Fla	C. A. Harvey	Fire		3.49			3.49		
Rabbittville, Ind	C. Turley	do					25.02		
Rainy, Okla	T. J. Shepherd	Mice		1.12			1.61		
Ramey, Pa	W. L. David	In transit			10.00				Disallowed; failure to remit in compliance with instructions.
Randolph, Ala	C. W. Brand	Burglary	.46		50.63			50.63	
Randolph, Tex	H. M. Norman	do		41.41			41.41		
Ravenna, Ohio	D. C. Coolman	do	91.24	636.78	174.97	91.24	636.58	174.97	
Raymond, S. C	J. G. Smith	Fire					24.58		
Redington, Nebr	B. Wilcox	Storm		6.46			6.44		
Renfroe, Miss	A. L. Harris	Burglary		22.80					Disallowed; loss resulted from negligence.
Reno, Ohio	R. Kester	do	.55			.55			
Reams Station, Va	J. Halligan, jr	do	17.13	5.24		17.13	5.24		
Reeses, Ohio	A. F. Herr	do		29.75					Do.
Rehoboth, Mass	J. C. Marvel	Fire	12.00	32.97		12.00	32.97		
Reserve, Kans	C. E. Kelly	Cyclone					86.89		
Ribble, Mich	E. Borland	Fire					40.97		
Richland, Fla	W. B. Smith	do					96.92		
Rico, Mo	M. Driver	do					25.99		
Ripon, Cal	E. C. Dickinson	Burglary	60.58		120.04	60.58		26.09	Remainder claimed for money-order funds should have been deposited.
Roaring Creek, Wis	L. H. Chandler	Fire				6.56	26.20		
Robeline, La	J. M. H. McCook	In transit			90.00				Disallowed; loss resulted from negligence.
Robinson, Ky	H. J. Martin	Burglary		67.44			51.37		
Rochelle, Ill	A. B. Pool	do			100.00				Do.
Rochelle Park, N. J	D. S. MacMullen	do		20.61					Disallowed; loss not proved.
Rock, Minn	R. Schomberger	Fire		1.00			1.00		
Rockaway, Ohio	W. Carrick	Burglary		26.15			26.14		
Rockfalls, Wis	G. H. Chamberlin	Fire					77.18		
Rockpoint, Md	S. S. Lancaster	do					10.90		
Rock Springs, Wyo	C. Sorensen	Burglary	175.23	49.21	173.08	179.30	49.21	173.08	
Rockville, Md	A. J. Almoney	do	17.25	147.07		17.25	147.07		
Rockwell City, Kans	C. Holsinger	do		20.58			41.20		
Rockyhill, Conn	F. C. Warner	do		3.76			3.76		
Rogers, Nebr	J. C. Bender	do	4.34	41.18	.10	4.34	41.18	.10	
Rollins Fork, Va	H. Rogers	Fire					6.21		
Rosboro, Ill	G. K. Carson	do					60.80		
Rosebud, Mont	C. F. Rothwell	do					39.94		
Rosehill, N. Y	W. E. Mills	Burglary		60.57	28.42		60.57	28.42	
Roscoe, Iowa	J. W. Stromberg	Fire		25.00			28.05		
Roslyn, Wash	T. W. Fleming	do	117.35						Do.
Round Valley, Cal	M. H. Blaisdell	Burglary		59.17					Disallowed; cause of loss not shown.
Rowley, Iowa	J. Clayton	do	10.74			10.74			
Rubyville, Tenn	C. W. Steuart	do	12.26	9.00			9.00		
Rummerfield, Pa	C. F. Park	do		75.21					Disallowed; loss resulted from negligence.
Russell Gulch, Colo	W. B. Askew	do		316.03	45.51		316.03	45.51	
Russellville, Ind. T	G. S. Russell	do	2.85	15.79		2.85	11.54		

List of claims on account of loss by fire, burglary, etc., acted upon by the Postmaster-General, from July 1, 1896, to June 30, 1897, etc.—Continued.

Post-office.	Postmaster.	Cause of loss.	Amounts claimed.			Amounts allowed.			Remarks.
			Postal funds.	Postage stamps, etc.	Money-order funds.	Postal funds.	Postage stamps, etc.	Money-order funds.	
Rydal, Pa	T. E. Christine	Burglary	$33.53	$21.54	$47.18	$33.53	$26.54	$47.18	
St. Helena, Md	C. Levis	do	1.02	7.21		1.02	7.21		
St. Paul, Iowa	J. Schriever	Fire		18.70			18.70		
St. Petersburg, Pa	J. A. Dittman	Burglary	15.00	122.53	1.34	15.00	122.53	1.34	
Salem Center, Ind	L. Dole	Fire			80.00		20.58		Loss of money-order funds not proved.
Saltsburg, Pa	A. J. McQuiston	Burglary	69.03	631.39	10.84	69.03	631.39	10.84	
Salubria, Idaho	M. E. Lynch	In transit			70.00			70.00	
Salyersville, Ky	E. B. Gardner	Burglary			25.00				Disallowed; loss resulted from negligence.
Samish, Wash	G. Dean	Fire		31.00			30.43		
Samuels, Ky	A. P. Samuels	do		16.62			5.93		
San Diego, Tex	J. W. Shaw	In transit			70.00			70.00	
Sandy Ridge, Tenn	B. Rainwater	Fire		3.75			3.75		
San Simon, Ariz	T. R. Brandt	Robbery	25.75			25.75			
Santa Fe, Kans	E. M. McMahan	Burglary		6.86	10.12				Do.
Santos, Va	D. Pratt	Fire					13.50		
Sargent, Ga	A. H. Hamrick	do		8.95			8.80		
Saron, Tex	C. H. Pillney	Burglary	22.93			22.93			
Saufley, Ky	A. T. Martin	do		14.51			14.51		
Sault Ste. Marie, Mich	J. R. Ryan	Fire	33.50	2,170.71		33.50	2,170.71		
Savage, Md	R. Morang, sr	Burglary		66.71			66.71		
Savannah, Mo	S. M. Young	do	54.50	210.72	199.08	88.44	210.72	110.08	
Sawyer, Minn	L. M. Hughes	Fire	9.86	36.90		9.86	47.84		
Schumm, Ohio	H. M. Schumm	Burglary		39.07					Do.
Scott, Ohio	D. Ward	Fire		32.97			32.97		
Scotts, Mich	G. Ford	Burglary	10	1.00	7.00				Do.
Scranton, Pa	F. M. Vandling	do		8,300.00			8,300.00		
Scranton, S. C	S. I. L. Graham	In transit			4.00				Dismissed; the money was recovered.
Sebewa, Mich	A. A. Garlock	Burglary	3.26	6.69					Disallowed; loss resulted from negligence.
Seitzland, Pa	S. K. Diehl	do	.16	.87					Do.
Seneca, Mo	J. M. Boyd	do	22.82	519.54	15.83	22.82	519.54	15.83	
Separ, N. Mex	R. Milliken	Robbery	20.94			20.94			
Do	do	do	3.50	2.00		3.50	2.00		
Sereno, Pa	C. R. Parker	Mice		6.75			6.75		
Severy, Kans	H. T. Kanatzer	Burglary	5.00	10.10					Do.
Seymourville, La	F. M. Seymour	Fire	1.30	17.70		1.30	17.17		
Shandaken, N. Y	W. D. Coons	Burglary		35.49			35.49		
Shaw, Miss	A. Stephens	Fire		200.30			197.30		
Shawtown, Ohio	R. A. Davenport	Burglary		25.05			25.05		
Shinglehouse, Pa	H. L. Pearsall	do	7.33	2.40		7.33	2.40		
Shinnston, W. Va	L. R. Hursey	do		24.53			24.53		
Shoals, Ind	A. C. Hacker	Fire		17.34			17.34		
Shreveport, La	J. C. Soape	Burglary	733.75	1,304.29	1,044.23	733.75	1,260.29	1,120.83	

REPORT

OF THE

FIRST ASSISTANT POSTMASTER-GENERAL.

POST-OFFICE DEPARTMENT,
OFFICE FIRST ASSISTANT POSTMASTER-GENERAL,
Washington, D. C., October 12, 1897.

SIR: In presenting to you my first annual report, being for the fiscal year ended June 30, 1897, I desire to emphasize certain recommendations intended to further advance the usefulness of the general postal service. All of these recommendations propose improvements accompanied by actual economies. It is my special ambition to apply modern business methods not only to each extension of the service within my jurisdiction, but to such of the old establishments as will admit of advancement.

While there has been under each administration an earnest effort to keep pace with private business methods in this public service, I was early impressed upon assuming the duties of this office that the result was in most instances a saving at the spigot with a waste at the bung, and that the tendency was to give greater attention to inexpensive economies than to large advantages which would accrue to modern commercial aggressiveness. This may have been due in a measure to conditions for which executive officers were not always to blame—rather a lack of fixed purpose in the detail and determined application, and the absence of legislative support of such purposes as may have been from time to time fixed.

Without additional facilities, you will find reported in the various divisions many important improvements recently effected, and requests for means with which to develop others in anticipation. I would direct your special attention to certain recommendations to be found under the heading of salaries and allowances. The assistance of Congress should here be especially invoked. Although more money is expended in this division than any other of the Department, excepting that of transportation of the mails, and albeit the most modern business methods are here required for the purpose of coping successfully with the best commercial ingenuity in the adjustment of salaries and allowances and the execution of leases and contracts, no facilities worthy of mention have been added within many years. This in spite of the fact that public business calls to this division, and with greater frequency, more legislators than any other in the postal service.

List of claims on account of loss by fire, burglary, etc., acted upon by the Postmaster-General, from July 1, 1896, to June 30, 1897, etc.—Continued.

Post-office.	Postmaster.	Cause of loss.	Amounts claimed.			Amounts allowed.			Remarks.
			Postal funds.	Postage stamps, etc.	Money-order funds.	Postal funds.	Postage stamps, etc.	Money-order funds.	
Steins Pass, N. Mex	E. Rodgers	Fire					$63.78		
Steubenville, Ky	E. Correll	do					4.66		
Steward, Ill	G. A. Ruckman	Burglary		$80.81			80.81		
Stonycreek, Tenn	A. S. Estep	do		22.39					Disallowed; loss not satisfactorily proved.
Stovall, N.C	W. Stovall	do	$25.00		$85.00				Do.
Strafford, Pa	E. M. Minshall	do		16.52			16.52		
Strasburg, Mo	J. W. Seaton	do		64.49					Disallowed; loss resulted from negligence.
Streets, Va	E. W. Beazley	Fire		11.00			5.59		
Strykersville, N. Y	O. Bennion	Burglary	3.71	2.90					Do.
Sturgis, Mich	J. S. Flanders	do	10.00	77.02		$10.00	71.51		
Sudbrook Park, Md	E. Blackford	do		6.81			6.81		
Sullivan, Ala	J. H. Hubbird	Fire				2.76	27.99		
Sulphurhill, Ind	J. Howard	do		12.11			12.11		
Sulphur Springs, Wash	J. W. Blankenship	do					46.74		
Summerhill, N. Y	F. A. Bliss	Burglary	2.70	28.50					Do.
Summit, N. J	B. Lane	do	605.22	5,342.60		556.72	5,342.60		
Sunset, Mo	S. S. Pike	Fire					53.16		
Surprise, Ohio	J. M. Davis	Burglary		8.94					Disallowed; no proof concerning cause of loss.
Swartwood, N. Y	T. Woolever	do		49.37			49.37		
Sweden, Pa	J. W. Neefe	Fire				2.52	10.44		
Sylvania, Ind	H. Durham	In transit	5.00						Disallowed; failure to remit in compliance with instructions.
Sylvia, Kans	J. A. Whitehurst	Burglary			18.00				Disallowed; loss resulted from negligence.
Tabanacle, Ala	W. E. Dubose	Fire		11.00			5.94		
Tablequah, Ind. T	W. A. Thompson	In transit			61.00			$61.00	
Talking Rock, Ga	M. Morrison	Burglary	16.10			16.10			
Talmage, Nebr	W. H. Eschmeyer	do		70.00			70.00		
Talmo, Kans	A. E. Whan	do		31.35					Dismissed; the stolen stamps have been recovered.
Taloga, Okla	W. Hofman	do	21.19	62.27	210.84				Disallowed; the claim is manifestly fraudulent.
Tappan, Ohio	D. L. Taylor	do	6.17	38.06	15.00	6.19	38.06	15.00	
Tateville, Ky	J. Lewis	Fire					20.66		
The Grove, Tex	G. W. Taylor	Burglary	15.47						Disallowed; loss resulted from negligence.
Thelma, Ind	R. S. Greer	do		8.35					Do.
Thomasville, N. C	J. W. Lambeth	do	13.19						Do.
Tim, Va	J. T. King	Fire					15.36		
Timon, La	A. N. Timon	do					7.94		
Tioga, Pa	D. C. McAllister	Burglary		748.31	10.00		748.31	10.00	
Tolar, Tex	E. Fitzhugh	Fire							Disallowed; no loss proved.
Tomahawk, W. Va	J. Hiett	do		7.00			7.00		

aging economies and aiding improvements, this division would have opportunity to further improve the service in every direction without additional cost.

While encomiums have been heaped upon the Department for very recent improvements made in the canceling of stamps, postmarking and the back stamping of letters, and the work has proved the best investment in a small way of any under our direction, we find ourselves helpless to continue the progress without creating a deficiency for which we have no authority. There have been economies in kindred branches of the service which created surpluses amply sufficient to carry forward this work if there was authority given.

I place especial emphasis upon the recommendation, curiously enough made by the heads of three of my divisions, and in almost identical language, that indemnity company bonds be required of such employees as handle the mail in post-offices, or have to do with the issuance or redemption of money orders, or distribute the mails as carriers. Although postmasters are directed to have renewed the bonds of certain employees every four years, there is no requirement relative to others, and the command is either largely disobeyed or the bonds from various causes become worthless. I doubt if half the bonds now on file from the employees of post-offices of the country would stand test.

For the first time since the establishment of the service in 1891 a comprehensive report of the operation of rural free delivery is submitted. Necessarily it is voluminous. I specially desire that it shall be carefully read by you, with a view to requesting of Congress such legislation as you may regard necessary, and for such extensions of the service as its practical operations suggest.

The request for two assistant superintendents of the free-delivery system—one to be located in New York and another in Chicago—with such plenary power and primary jurisdiction as may be by you deemed proper, will save much time and expense by making unnecessary visits of postmasters and carriers to the general Post-Office Department. The functions of the assistants to the superintendent of the free delivery will be identical in value with that of the division superintendents of the Railway Mail Service.

The detailed operations of the Bureau under its several divisions are as follows:

DIVISION OF SALARIES AND ALLOWANCES.

Upon this division devolve the duties of making annual adjustment of the salaries of postmasters at first, second, and third class (Presidential) post-offices; consideration of applications for clerk hire, rent, fuel, light, furniture, canceling machines and motive power for operating same, miscellaneous and incidental items, and advertising; adjustment and regulation of the salaries and duties of employees attached to first and second class offices and stations connected therewith; establishment of stations and substations in connection with the larger offices; consideration of matters bearing upon the change of location of Presidential offices; supervision and establishment of box-rent rates and deposits for keys for lock boxes; correspondence with the Civil Service Commission bearing upon all matters pertaining to clerks in the classified service; examination of rosters of clerks connected with 169 first-class and 746 second-class offices, and 239 stations and 594 substations attached thereto, together with correspondence relative to changes in the clerical force.

List of claims on account of loss by fire, burglary, etc., acted upon by the Postmaster-General, from July 1, 1896, to June 30, 1897, etc.—Continued.

Post-office.	Postmaster.	Cause of loss.	Amounts claimed.			Amounts allowed.			Remarks.
			Postal funds.	Postage stamps, etc.	Money-order funds.	Postal funds.	Postage stamps, etc.	Money-order funds.	
Warner, S. Dak	W. Bain	Burglary	$3.07	$0.70					Disallowed; loss resulted from negligence.
Warren, Conn	F. P. Knapp	do	1.67	24.00		$1 67	$24.00		
Warsaw, Ohio	R. Clark	do	2.00	5.00					Do.
Waterloo, Ind	W. S. Getts	Fire	.77	15.63			15.63		
Watson, Tex	S. E. Watson	Burglary		7.36			2.52		
Waubay, S. Dak	B. F. Herington	do	59.60	149.57	$81.98	85.82	145.78	$27.98	Part of the money-order funds stolen should have been deposited.
Waukee, Iowa	J. S. Shannon	do		78.99	2.75		78.99	2.75	
Weiser, Idaho	M. L. Hanthorn	do		133.00	20.00		133.00	20.00	
Welch, Tex	N. Johnston	Fire					55.79		
Wells, Iowa	I. W. Brownell	Mice		1.55			1.55		
Wells, N. Y	C. L. Fry	Fire					7.72		
Wellsboro, Ind	A. Robertson	Burglary		8.00					Disallowed; loss resulted from negligence.
Wellsboro, Pa	F. K. Wright	do	169.38	359.28	141.82	159.78	359.28	141.82	
West Cairo, Ohio	C. W. Westbay	do		.98	7.56				Do.
West Charleston, Ohio	D. M. Benham	Fire		46.40			46.40		
West Day, N. Y	C. L. Marcellus	Burglary		3.88			3.88		
West Lebanon, N. H	J. B. Hosley	do	14.99	44.18		14.99	44.18		
Westmoreland, N. H	C. D. Britton	Fire		3.81			3.81		
Westpoint, Tex	J. T. Drisdale	Burglary	60.23		28.85	60.23		28.85	
West Salamanca, N. Y	N. A. Waite	do	7.59	65.45	142.33	7.00	51.92	142.29	
West Scarboro, Me	W. H. Graffam	do		35.10					Do.
Westville, Ind. T	E. R. Alberty	do		3.37			3.37		
Whitehouse, N. J	L. C. Backer	do	9.45	21.86	35.99	9.32	20.36	36.04	
White Mills, Pa	J. S. O'Connor	Fire					52.72		
White River Junction, Vt	C. A. Fitzpatrick	Burglary	3.36	55.08		3.36	55.08		
Whitesboro, N. Y	E. Kernan	Fire		28.81			28.81		
Whitney Point, N. Y	W. W. Collins	do		313.38			309.67		
Whittington, Ill	F. Moore	Burglary			90.53			90.53	
Wickliffe, Ky	E. W. McElya	Fire		120.07			72.79		Part of the stamps was lost through negligence.
Williams Mills, Pa	L. E. Myers	do					29.29		
Williamson, Pa	N. Craft	Burglary	2.24						Disallowed; loss resulted from negligence.
Williamston, N. C	B. B. Watts	Fire							Disallowed; no proof of loss.
Wilmot, Mich	F. H. Hartt	Burglary		2.25					Disallowed; loss resulted from negligence.
Wilmot Flat, N. H	J. F. Emery	do	10.67			10.50			
Willow, W. Va	J. I. Norris	do		63.56			65.77		
Windom, S. Dak	F. H. Fowler	do		32.13			32.13		
Windom, Tex	E. C. Council	do		106.47					Do.
Winfield, Nebr	H. G. Miller	Fire				2.69	38.59		
Winterset, S. C	E. E. Youngblood	do					21.60		
Wise, N. C	N. G. Perkinson	do		3.85			3.85		

Until recently it had been the custom of this division, in computing the salaries, to accept the figures submitted by postmasters in their quarterly returns. Now the reports are verified by comparison with the records of the office of the Auditor for the Post-Office Department.

Statement showing the number of Presidential post-offices by classes, the aggregate of salaries, and the total gross receipts, July 1, 1897.

Class.	Number of offices.	Salaries of postmasters.	Total gross receipts, four quarters ended Mar. 31, 1897.
First	169	$593,600	$44,393,289
Second	750	1,758,400	11,292,509
Third	2,814	3,949,500	10,298,287
Total	3,733	6,301,500	65,984,085

The following table shows the result of the revision:

First class post-offices:	
Number June 30, 1897	169
Second class advanced to first class July 1, 1897	2
Relegated to second class July 1, 1897	2
Number July 1, 1897	169
Second class post-offices:	
Number June 30, 1897	745
Relegated to third class July 1, 1897	24
Advanced to first class July 1, 1897	2
First class relegated to second class July 1, 1897	2
Third class advanced to second class July 1, 1897	33
Discontinued July 1, 1897	4
Number July 1, 1897	750
Third class post-offices:	
Number June 30, 1897	2,854
Relegated to fourth class July 1, 1897	47
Advanced to second class July 1, 1897	33
Second class relegated to third class July 1, 1897	24
Fourth class advanced to third class July 1, 1897	19
Discontinued July 1, 1897	3
Number July 1, 1897	2,814
First class July 1, 1897	169
Second class July 1, 1897	750
Third class July 1, 1897	2,814
Total number Presidential offices July 1, 1897	3,733

Summary of adjustments of salaries of postmasters at Presidential offices July 1, 1896, and July 1, 1897, showing in detail the net increase in salaries of said postmasters.

Date.	Number of offices.	Salaries of postmasters.	
		Aggregate.	Net increase.
July 1, 1896	3,651	$6,203,900	.....
July 1, 1897	3,733	6,301,500	.....
	82	97,600	$97,600
This increase is shown in detail as follows:			
Total number of first, second, and third class post-offices whereat increases were made July 1, 1897	704	82,100	.....

Summary of adjustments of salaries of postmasters at Presidential offices July 1, 1896, and July 1, 1897, showing in detail the net increase in salaries of said postmasters—Cont'd.

Date.	Number of offices.	Salaries of postmasters.	
		Aggregate.	Net increase.
New Presidential offices during fiscal year:			
October 1, 1896	52	$55,200	.....
January 1, 1897	48	50,700	.....
April 1, 1897	20	21,500	.....
July 1, 1897	19	21,300	.....
Total	139	148,700	.....
Grand total of increase	.....	230,800	.....
REDUCTIONS.			
Relegated to fourth class July 1, 1897	47	48,600	.....
By reductions at 575 offices July 1, 1897	.....	65,800	.....
By Presidential offices discontinued:			
Neapolis, Va., July 15, 1896	1	1,000	.....
Fort Howard, Wis., July 15, 1896	1	1,600	.....
Arlington, Mass., May 1, 1897	1	2,200	.....
Auburndale, Mass., June 30, 1897	1	2,300	.....
Newton, Mass., June 30, 1897	1	2,400	.....
Newtonville, Mass., June 30, 1897	1	2,400	.....
West Newton, Mass., June 30, 1897	1	2,200	.....
Newton Upper Falls, Mass., June 30, 1897	1	1,700	.....
Newton Highlands, Mass., June 30, 1897	1	1,800	.....
Fort Brook, Fla., June 30, 1897	1	1,200	.....
Total	57	133,200	.....
By balance net increase of salaries July 1, 1897	.....	97,600	$97,600
Total	.....	230,800	.....

IRREGULAR SALE OF POSTAGE STAMPS AND STAMPED PAPER.

Under section 470 of the Postal Laws and Regulations, edition of 1893, a postmaster is forbidden to solicit the purchase at his office of stamped paper by persons living or doing business within the delivery of another post-office or the mailing of matter at his office (if of the fourth class) rather than at another. The Department has always endeavored to secure a postmaster whose friends would not sacrifice the public interest for the postmaster's private gain and whose compensation would be regulated by the business that properly belonged to his office. Notwithstanding the fact that violations of this rule are followed by removal, there is ample evidence at hand to demonstrate that many postmasters (particularly those at post-offices contiguous to great business and commercial centers) are actively engaged in the irregular sale of postage stamps, thereby increasing their official compensation, and incidentally their clerk hire, rent, light, fuel, and miscellaneous allowances. Many of these postmasters enjoy the luxuries of a private office, etc., when as a matter of fact they do not actually perform the amount of service commensurate with their salaries. Provision should be made to guard the interests of the Government by enforcing stringently the regulation forbidding postmasters unnaturally enlarging their salaries and allowances at the public expense.

POST-OFFICE CONSOLIDATION.

Under the present law the Postmaster-General may consolidate any post-office, not a county-seat post-office, with and make the same a part of a free-delivery post-office.

A consolidation recently effected at Newton Center, Mass., gave us the following result:

Post-office.	Cost before consolidation.		Present cost.	
	Salary of postmaster.	Clerk hire.	Salary of postmaster.	Clerk hire.
Newton	$2,400	$1,800	.....	$2,800
Newtonville	2,400	1,800	.....	2,200
West Newton	2,200	1,400	.....	2,200
Newton Center	2,200	1,400	$2,200	3,600
Newton Highlands	1,900	.....	.....	1,500
Newton Upper Falls	1,600	.....	.....	600
Auburndale	2,400	1,400	.....	1,500
Total	15,100	7,800	2,200	14,400
	22,900		16,600	

This consolidation showed a saving of $12,900 on postmasters' salaries, but increased the clerk-hire allowance $6,600, effecting a net saving of $6,300, and a vastly improved service. Under the limitations fixed by Congress the $12,900 reduction in postmasters' salaries was not available for clerk hire, hence the expense necessary for the maintenance of these new postal stations was covered by the clerk-hire appropriation, now almost exhausted.

Along the north shore of Staten Island, New York, six Presidential offices, with postmasters' salaries ranging from $1,500 to $2,900 per annum, are huddled together like one continuous city, letter carriers from New Brighton and West New Brighton serving many of the residents of the adjoining villages. Owing to the peculiar conformation of Staten Island, residents of Rosebank, Stapleton, Tompkinsville, New Brighton, Mariners Harbor, Port Richmond, and West New Brighton may be more expeditiously and economically served from New Brighton and Tompkinsville. An officer of this Department has gone over the ground very carefully, and he finds that consolidation and free delivery for this section alone would effect a saving of nearly $6,000 per annum.

GREATER NEW YORK.

A careful estimate shows that, with the consolidation of the present independent post-offices within the limits of the new city of New York, a saving of at least $62,723.15 in the salaries and commissions of postmasters will be effected. Another considerable reduction may be made by the merging, or the abolishment in many instances, of the several heads of divisions and other officials receiving the higher salaries, such as superintendents of mails, money order, registry, city delivery, carriers, cashiers, finance clerks, and bookkeepers, etc.

The law passed at the close of the first session of the Fifty-fourth Congress provided that no post-office established at any county seat shall be abolished or discontinued by reason of any consolidation of post-offices made by the Postmaster-General under the existing law. Congress, in my opinion, should not only repeal this law, but should at the same time authorize the Postmaster-General to extend consolidation wherever, in his belief, the service may be thereby benefited, the saving effected in postmasters' salaries to be made available for the employment of superintendents and clerks necessary in the post-offices thus consolidated.

Anticipating that the next Congress will see the force of this argument, I have asked no increase in the item of postmasters' salaries, fully believing that the salaries of postmasters saved by the consolidation of post-offices throughout the country will fairly approximate the normal growth in business.

ESTIMATES FOR POSTMASTERS' SALARIES.

The estimates, appropriations, and expenditures for salaries of postmasters for the last two fiscal years, together with the estimate and appropriation for the current fiscal year, are shown by the following table:

Year.	Estimate.	Appropriation.	Expenditure.
1895-96	$16,500,000	$16,000,000	$16,561,181.10
1896-97	17,000,000	16,250,000	16,908,384.55
1897-98	17,000,000	16,750,000	.....

I recommend that an appropriation of $16,250,000 be requested, to cover compensation of postmasters for the fiscal year ending June 30, 1899.

CLERKS IN POST-OFFICES.

Allowances for clerks in post-offices of the first and second classes and stations and substations connected therewith.

Year.	Estimate.	Appropriation.			Expenditure.		
		Amount.	Increase.	Per cent of increase.	Amount.	Increase.	Per cent of increase.
1888-89	$5,650,000	$5,950,000	$400,000	7.21	$5,926,840.09	$416,804.63	7.56
1889-90	6,200,000	6,550,000	600,000	10.08	6,535,105.08	608,264.99	10.26
1890-91	7,590,000	7,390,000	840,000	12.08	7,376,551.37	841,446.29	12.87
1891-92	8,249,000	8,060,000	670,000	9.07	7,925,050.54	548,499.17	7.43
1892-93	8,625,000	8,360,000	300,000	3.72	8,341,642.87	416,592.33	5.26
1893-94	8,860,000	8,810,000	450,000	5.38	8,736,010.88	394,368.01	4.73
1894-95	9,700,000	9,700,000	890,000	10.10	9,429,523.34	693,512.46	7.94
1895-96	10,100,000	10,100,000	400,000	4.12	9,963,992.38	534,469.04	5.77
1896-97	10,500,000	10,400,000	300,000	2.97	10,382,060.92	418,068.54	4.20
1897-98	11,000,000	10,600,000	200,000	1.92	.....	.....	.....
Total	.....	.....	.....	66.65	.....	.....	66.02
Average	.....	.....	.....	6.66	.....	.....	7.43

Balance Available for Increases in Clerk Hire.—The table below shows $263,430 available on July 1, 1897, for increases in salaries of clerks and for additional clerks, which amount is but 47 per cent of the average ($555,031.01) for the same purpose for the last four years. It will be seen that my predecessor had $804,284.59 available for increases in clerk hire in 1894–95, and that last year, with the smallest amount available at any time during his term, he had $406,077.85. On June 30, 1895, the unexpended balance amounted to $270,476.66, and during the four years the average unexpended balance was $125,346.63.

Statement showing the portion of clerk-hire appropriation available at beginning of fiscal year, also amount unexpended at end of year.

Fiscal year.	Clerk hire.	
	Available July 1.	Unexpended June 30.
1893-94	$436,468.00	$76,963.17
1894-95	804,284.59	270,476.66
1895-96	573,293.59	136,007.62
1896-97	406,077.85	17,939.08
Average	555,031.01	125,346.63
1897-98	263,430.00	

Separating Clerk Hire.—Postmasters generally lose sight of the fact that under the Postal Laws and Regulations, section 415, clerks are allowed in first and second class post-offices only; and in third and fourth class offices the allowance, if any, is only for separating transit mail, *i. e.*, mail not addressed to nor delivered from their offices. (See section 416.) Formerly, the allowances for separating clerk hire were made largely upon guesswork. At the present time the postmaster making application is required to make an accurate count of mail not addressed to nor mailed at his office, and to report the average number of pieces handled daily. He is also required to report the average number of pieces of registered matter in transit handled and recorded by him monthly, the Railway Mail Service being called upon to verify such count when abnormal. A schedule of compensation for this service similar to that used in the annual adjustment of postmasters' salaries has been prepared, and as a result postmasters all over the country are paid fairly and equitably for this service.

Upon assuming charge of this Bureau it was found that there had been no readjustment of this separating clerk hire account in many years. Allowances made in the eighties had been continued through the several administrations, so that postmasters had come to regard them as a part of their fixed compensation. Railway extension, with a consequently increased number of railway post-offices, had materially affected the separating clerk hire allowances all over the country, and in hundreds of instances had cut the separating service off entirely, yet the allowances had been continued. It was also developed that many postmasters, presumably through ignorance of the postal regulations, had been performing this character of service for years without compensation. These offices have since been carefully graded, and the postmasters are now receiving a fair allowance for separating transit mails.

Statement of transactions in separating clerk hire during year ended June 30, 1897.

Items.	Number of offices.	Amount.
Separating clerk hire standing on June 30, 1896	4,230	$594,069.00
Allowances made during the year	57	40,259.00
Temporary allowances made	85	9,171.68
Reduced and discontinued	153	52,536.00
Declined	436	
Net decrease during the year	424	12,277.00

Increase in Appropriation.—The $700,000 increase in clerk-hire appropriation asked for is intended to provide for salaries of superintend-

ents and clerks assuming charge (in lieu of postmasters) at post-offices it is proposed to consolidate, also to meet the unusual demand for increased clerical help from almost every post-office in the country. Reports recently received indicate both a healthy and a steady increase everywhere, many postmasters reporting from 10 to 15 per centum increase in gross receipts over a corresponding period last year.

I recommend that an appropriation of $11,300,000 be requested to cover clerk hire for the fiscal year ending June 30, 1899.

Classification of Clerks.—Referring to section 451, Postal Laws and Regulations of 1887, act of March 2, 1889, Supplement Revised Statutes 1891, 679, 682, classification of post-office clerks, I would earnestly recommend that the salaries paid to superintendents of money-order and registry divisions at the sixteen largest post-offices in the country equal those of the superintendents of mails and delivery, or 45 per cent. of the salary of the postmaster, excepting at New York, N. Y., where the salary shall be fixed at $3,200 per annum.

The importance and financial responsibility pertaining to both of these positions, together with the fact that the incumbents are required to furnish heavy bonds, frequently at their own expense in an indemnity company, constrain me to urge Congress to amend the law as above.

RENT, FUEL, AND LIGHT FOR FIRST, SECOND, AND THIRD CLASS POST-OFFICES.

The total appropriation for rent, fuel, and light for the fiscal year ended June 30, 1897, was $1,600,000, and the authorized allowances amounted to $1,532,617, leaving a balance of $67,383.

Rent, fuel, and light for first, second, and third class post-offices.

Year.	Estimate.	Appropriation.			Expenditure.		
		Amount.	Increase.	Per cent of increase.	Amount.	Increase.	Per cent of increase.
1888–89	$1,202,000	$1,000,000			$897,790.46		
1889–90	1,115,080	1,115,080	$115,080	11.51	1,028,723.46	$130,933.00	14.6
1890–91	1,236,845	1,236,500	121,420	10.89	1,124,508.42	95,784.96	9.31
1891–92	1,324,300	1,324,300	87,800	7.02	1,220,811.32	96,362.90	8.56
1892–93	1,382,000	1,359,149	34,849	2.63	1,282,921.63	69,110.31	5.66
1893–94	1,439,350	1,432,000	72,851	5.21	1,385,944.33	96,022.70	7.45
1894–95	1,505,000	1,505,000	73,000	5.10	1,442,061.36	56,117.03	4.05
1895–96	1,600,000	1,600,000	95,000	6.31	1,471,365.84	29,304.48	2.03
1896–97	1,600,000	1,600,000			1,518,625.10	47,259.26	3.21
1897–98	1,600,000	1,600,000					
Total				48.67			54.87
Average				5.41			6.86

PROVISIONS FOR POST-OFFICES.

The annual adjustment of postmasters' salaries for the present year, under the act of Congress approved March 3, 1883, resulted in assigning 3,733 offices to the Presidential class. These offices, together with the stations connected with first and second class post-offices, and such offices as may be advanced to the Presidential class during the present fiscal year (estimated at 140), are to be provided for out of this appropriation. As shown in the statement under the head of leases, 239 post-offices and stations are in Government buildings, and these offices should be excluded. From information furnished by the Treasury

Department, 18 Government buildings in which post-offices are to be located will be completed during the year; and if so, an annual saving of $48,877 will result.

LEASES FOR POST-OFFICES.

At post-offices of the first and second classes leases are entered into for suitable buildings, wherever practicable, for such term as may be agreed upon, but not to exceed five years. A lease ordinarily covers a complete post-office outfit of boxes, fixtures, furniture, heat, light, and vault or safe. Contract to rent buildings for third-class post-offices can be made for one year only.

On June 30, 1897, there were 914 post-offices of the first and second classes. Of this number 213 are in Government buildings and 603 in buildings leased to the Government. In addition, 213 stations of first and second class post-offices, and 16 post-offices of the third class, are in leased buildings, a total of 832. The total sum for rent under leases on June 30, 1897, amounted to $793,511.

During the fiscal year ended June 30, 1897, there were 420 lease cases prepared and 260 leases executed, the net increase in the number of offices and stations in leased buildings being 62 and the increase in the amount for rent under leases being $48,925.

The following table shows the number of offices and stations, by classes, in Government buildings and leased premises, with amounts of rental:

Class.	Number in Government buildings.	Leased buildings.	
		Number.	Rental.
First class	122	46	$96,379
Stations	1	206	329,458
Second class	91	557	361,408
Stations	1	7	2,515
Third class	24	16	3,751
Total	239	832	793,511

POSTAL STATIONS.

Stations and substations are established in the larger cities to facilitate the delivery of mails, and to furnish postal facilities for patrons remote from the main office. Carrier stations distribute and dispatch mail and transact money-order and registry business, and have all the facilities of a free-delivery post-office. Substations are usually located in drug stores, transact money-order and registry business, and handle stamps and postal supplies. The large carrier stations are on a parity with many offices of the first class in point of stamp sales and money-order and registry business.

During the year 19 stations and 77 substations were established, and 15 substations were discontinued, a net increase of 81 stations and substations. Six post-offices of the second, third, and fourth classes were discontinued during the year, and 6 stations and substations were established to take their place. The salaries and allowances at the discontinued offices amounted to $8,620, while the allowances for the stations and substations amounted to $5,250.

I recommend that an appropriation of $1,750,000 be requested to cover rent, fuel, and light for the fiscal year ending June 30, 1899.

MISCELLANEOUS AND INCIDENTAL ITEMS AND FURNITURE FOR FIRST AND SECOND CLASS POST-OFFICES.

The items chargeable to this appropriation include all miscellaneous articles and incidental expenses required for the postal service for first and second class post-offices, and stations and substations connected therewith, telephone allowances, and the cost of power and motors for canceling machines.

Telephones.—Many of the first-class post-offices and stations connected therewith are now provided with telephones, such service aggregating $29,664 during the past fiscal year. The telephone is an important adjunct to the postal business, and I earnestly recommend that such service be extended to all post-offices in Government buildings, also to those under lease to the Post-Office Department. There should be telephonic communication between all stations and the main offices.

Heretofore this division has been paying out of this allowance for many items for Government buildings, such as brooms, brushes, soap, towels, cleaning, lighting, power for canceling machines, etc., which, under existing regulations, the Treasury Department is required to and should supply. An estimated saving of $11,314 has thereby been effected, enabling me to extend the telephone service to many post-offices which had not heretofore enjoyed such facilities, and at the same time leaving a sufficient balance to improve the sanitary condition of many of the smaller Presidential post-offices.

Miscellaneous and incidental items and furniture for first and second class post-offices.

Year.	Estimates.	Appropriation.					Expenditure.				
		Amount.	Increase.	Decrease.	Per cent of increase.	Per cent of decrease.	Amount.	Increase.	Decrease.	Per cent of increase.	Per cent of decrease.
1888–89	$100,000	$100,000	$30,000	.....	42.86	.....	$87,300	$24,184	.....	38.30	.....
1889–90	110,000	110,000	10,000	.....	10	.....	109,579	22,279	.....	25.52	.....
1890–91	120,000	120,000	10,000	.....	9.09	.....	111,526	1,948	.....	1.78	.....
1891–92	132,000	132,000	12,000	.....	10	.....	119,784	8,258	.....	7.40	.....
1892–93	132,000	110,000	.....	$22,000	.....	16.67	107,310	.....	$12,474	.....	10.41
1893–94	140,000	125,000	15,000	.....	13.64	.....	111,688	4,377	.....	4.08	.....
1894–95	140,000	140,000	15,000	.....	12	.....	120,371	8,683	.....	7.77	.....
1895–96	150,000	150,000	10,000	.....	6.67	.....	111,753	.....	8,618	.....	7.16
1896–97	150,000	150,000	.....	.....	.....	.....	143,616	31,863	.....	28.51	.....
1897–98	150,000	150,000	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total					104.26	16.67	.....	.....	.....	113.36	17.57
Average					10.43	1.67	.....	.....	.....	12.59	1.95
Net average increase					8.76	.....	.....	.....	.....	10.64	.....

I have endeavored to handle this appropriation economically and fairly, but as no increase has been made since the fiscal year 1895–96, same should be increased to $200,000. I therefore recommend that an appropriation of $200,000 be requested to cover miscellaneous and incidental items and furniture for the fiscal year ending June 30, 1899.

CANCELING MACHINES.

The Department has now under contract 100 canceling machines of the William Barry pattern and 291 of the American Postal Machines Company of Boston, Mass., at $175 per annum each. The satisfactory working of these machines and the enormous saving effected in clerk

hire by their use calls for a very liberal increase in the appropriation, that all of the post-offices of the first class, as well as a fair proportion of the larger second-class post-offices, may be fully equipped, and economize time and improve the service.

I therefore recommend that an appropriation of $125,000 be requested to cover rental and purchase of canceling machines for the fiscal year ending June 30, 1899.

LEGISLATION RECOMMENDED.

Appropriations.—A conservative estimate shows that the operations of the division of salaries and allowances will require, to cover salaries of postmasters at first, second, and third class offices, $16,250,000; to cover clerk-hire allowances at the various first and second class offices throughout the United States and separating and extraordinary service at third and fourth class offices, $11,300,000; rent, fuel, and light at first, second, and third class offices, $1,750,000; miscellaneous items, first and second class offices, $200,000; advertising, first and second class offices, $20,000; canceling machines, first and second class offices, $125,000; a total of $29,645,000.

Adjustment of Postmasters' Salaries.—The present method of readjusting the salaries of postmasters each year, according to the act of Congress approved March 3, 1883, requires that the same be based on the quarterly returns filed by postmasters in the office of the Auditor for the Post-Office Department, or copies or duplicates thereof to be furnished by the respective postmasters to the First Assistant Postmaster-General. The first method is objectionable, in that it requires a search through the files of the Auditor's office each year and the abstracting therefrom of about 14,000 to 16,000 quarterly returns. The second method is equally objectionable, in that past experience has shown that the copies furnished by postmasters are unreliable, and that by their use alone, without verification by comparison with the records of the Auditor's office, many errors in salaries would occur. These objections can be obviated by permitting this office to secure the required data direct from the records of the office of the Auditor for the Post-Office Department, and I therefore recommend that appropriate legislation be had with that end in view.

Special Agents.—While every possible effort has been made by this division to systematize the work assigned to it, much difficulty has been experienced in securing sufficient data for a clear understanding of the various subjects. A great saving has been effected by the detail of inspectors to investigate allowances for rent, clerk hire, etc., but the limited force of inspectors available, together with the fact that it is not possible for a man to become expert in all of the branches of this service, leads me to renew, with multiplied emphasis, the recommendation of my immediate predecessor, that 10 special agents be assigned to the division of salaries and allowances—men adapted to the work of the division and familiar with the inside workings of a post office, and who may intelligently investigate charges against offending postmasters and clerks, and instruct postmasters how to secure the best results from the force employed; men who are familiar with the accounts of a post-office and its miscellaneous expenditures; men who know or can readily learn real estate values, to enable them to investigate lease cases and changes of site; and, first of all, men who can effectually prevent the irregular sale of postage stamps, referred to at some length earlier in this report.

Several of the officials of this Department, together with a few selected clerks from first-class offices, those who have had an opportunity to know the postal system in its entirety, would perform the work to a nicety; provided, of course, that the salary would be sufficiently large to compensate them for their continued absence from home—say, $2,500 per annum, with actual expenses.

So well convinced am I that an enormous saving may be effected by the adoption of this recommendation, that I am perfectly willing to contract that the salaries and expense incident to the employment of such special agents shall be met out of the amount asked for clerk hire.

Purchase of Sites for Postal Stations.—The Government would effect a considerable saving if it were to purchase outright property conveniently located for its postal stations in the larger cities. Rentals for postal stations in New York City and Brooklyn alone now aggregate $156,045 per annum. This amount would erect and equip several postal stations annually, dependent, of course, on the value of the real estate in the particular locality. Competition for the location of stations among the large real estate holders, in New York City especially, would be so sharp that desirable property could frequently be secured at a nominal figure.

High one-story buildings, with large skylights, and mezzanine floor for storage of records, carriers' swing room, employees' lockers, and lavatories, affording a floor space of about 5,000 square feet, would answer our purpose admirably, and within ten years the Government would practically enjoy a free rental. The local governments of both New York and Brooklyn long since found it necessary to purchase buildings for fire and police headquarters.

Why, then, should the United States Government longer pay large rentals, when by an increased appropriation of $300,000 for ten consecutive years—only double the present rentals—the Government would own the premises occupied by every postal station in the United States? Government buildings are practically free from taxation, yet owners of buildings used for post-office purposes are obliged to consider this item in submitting their proposals.

Under present conditions the post-office equipment does not revert to the Government at the expiration of the lease, yet the lessors in estimating their cost usually figure to pay for the equipment during the first five years of the lease, and justly so, for the reason that they have no assurance that the Department will longer continue as a tenant. Thus the Government is not only required to pay taxes upon such buildings, but for equipment as well.

Duration of Leases.—The realty values in a number of the larger cities are so rapidly advancing that, in order to judiciously expend the money appropriated for rent at first and second-class offices, the Post-Office Department should be at liberty to execute leases for post-office premises for a period in excess of five years where, in the opinion of the Department, it is necessary. Numerous instances have occurred where very greatly reduced rentals could have been secured on ten-year leases.

Civil-service Commission Boards.—Civil-service boards, composed of clerks, are established at all free-delivery offices (629 in number). Two meetings are held per annum. No provision has been made by Congress for compensation of clerks rendering this service, estimated at $23,315.76. While it is true that the Postmaster-General may, in his discretion, at any time appoint temporary clerks, nevertheless, in view of the fact that practically all of the employees in the postal service are classified and that the amount necessary to maintain these boards has become large, in my opinion Congress should consider this expense

with a view to making some specific provision for paying the same out of the clerk-hire appropriation.

Pay for Post-office Employees Subpœnaed as Witnesses.—I also recommend that when clerks are subpœnaed as witnesses in the United States district courts provision be made for the payment of substitute clerks during their absence, as I understand that the Department of Justice has no fund from which to defray this expense.

Classification Act.—I desire to renew the recommendation of my immediate predecessor relative to the present classification act, covered by section 451 of the Postal Laws and Regulations, edition of 1893. This act has caused the Department a great deal of annoyance and confusion by reason of the fact that it does not properly and satisfactorily classify, in that it embodies so many designations that are considered by postmasters to be synonymous. House bill No. 3273 of the Fifty-fourth Congress, recommended by him, was intended to obviate these difficulties, inasmuch as it sets forth clearly the duties performed by each clerk and assigns a proper designation to each employee. In addition, it provides for an annual increase in the salaries of certain employees, and advances the maximum of other grades to a figure commensurate with the duties performed and the length of service.

Experience has amply demonstrated that some of the brightest and most intelligent young men who enter the service soon become discouraged by reason of low salaries, and simply remain a sufficient length of time to enable them to secure positions in other vocations. This works a great hardship upon the Post-Office Department by reason of the fact that oftentimes as soon as a man becomes proficient he retires, and thus makes of the post-office a training school. Increasing the salaries of employees rather than their number has been productive of good results, but without the necessary legislation, embodied in the proposed classification act above referred to, it will be impossible to continue on this line to any marked extent.

Post-office Employees' Bonds of Suretyship.—Postmasters at Presidential offices, as a rule, require indemnity bonds to the postmaster by name of all employees handling funds or values, such as cashiers, money-order, registry, and stamp clerks. In the event of the death, resignation, or removal of the postmaster, it becomes necessary to file a new bond, and frequently ugly complications arise. As a remedy, I would suggest that all of the responsible indemnity companies in the United States be asked to quote rates per thousand dollars on all post-office employees' bonds up to and including $10,000, said bond to provide for default to the Postmaster-General or the Post-Office Department of the United States. Where a bond in excess of $10,000 is deemed necessary, personal sureties, as in the case of postmasters, should be accepted. The responsibility of these sureties should be regularly investigated by inspectors of this Department.

Recapitulation of estimates.

Items.	Present appropriations.	Average annual increase for past decade.	Estimates 1898–99.	Increases.		Decreases.	
				Amount.	Per cent.	Amount.	Per cent.
Salaries of postmasters	$16,750,000	4.81	$16,250,000	.....	.....	$500,000	2.99
Clerk hire	10,600,000	6.66	11,300,000	$700,000	6.60	.....	.....
Rent, fuel, and light	1,600,000	5.41	1,750,000	150,000	9.38	.....	.....
Miscellaneous, incidentals, and furniture	150,000	8.76	200,000	50,000	3.33	.....	.....
Advertising	15,000	.....	20,000	5,000	3.33	.....	.....
Canceling machines	65,000	.....	125,000	60,000	92.31	.....	.....

FREE-DELIVERY SYSTEM.

The following tabulated statement shows the operations of the free-delivery service from the date of its establishment in 1863 to the present time:

Year.	Number of offices.	Increase.	Number of carriers.	Increase.	Gross receipts.	Increase.	Cost of service.	Increase.	Cost to gross receipts.	Ratio of cost per carrier.
				Per ct.		*Per ct.*		*Per ct.*	*Per ct.*	
1863–64	66	.....	685	.....	.....	.....	$317,063.20	.....	.....	$462.86
1864–65	45	.....	757	.....	.....	.....	448,664.51	.....	.....	592.68
1865–66	46	.....	863	.....	.....	.....	589,236.41	.....	.....	682.77
1866–67	47	.....	943	.....	.....	.....	699,934.34	.....	.....	742.24
1867–68	48	.....	1,198	.....	.....	.....	995,934.59	.....	.....	831.33
1868–69	48	.....	1,246	.....	.....	.....	1,183,915.31	.....	.....	950.17
1869–70	51	.....	1,362	.....	.....	.....	1,230,079.85	.....	.....	903.14
1870–71	52	.....	1,419	.....	.....	.....	1,353,923.23	.....	.....	954.14
1871–72	52	.....	1,443	.....	.....	.....	1,385,965.76	.....	.....	970.43
1872–73	52	.....	1,498	.....	.....	.....	1,422,495.48	.....	.....	949.59
1873–74	87	35	2,049	.....	.....	.....	1,802,696.41	.....	.....	879.79
1874–75	87	.....	2,195	.....	.....	.....	1,880,041.99	.....	.....	856.51
1875–76	87	.....	2,269	.....	.....	.....	1,981,186.51	.....	.....	873.15
1876–77	87	.....	2,265	.....	.....	.....	1,893,619.85	.....	.....	836.03
1877–78	87	.....	2,275	0.4	$12,117,820.24	.....	1,824,166.96	.....	15.05	801.84
1878–79	88	1	2,359	3.6	13,066,470.76	7.8	1,947,706.61	6	14.90	825.69
1879–80	104	16	2,628	18.9	15,082,166.05	15.4	2,363,693.14	21.4	15.66	879.31
1880–81	109	5	2,861	6.4	16,887,086.23	11.9	2,499,911.54	5.7	13.61	873.78
1881–82	112	3	3,115	8.8	19,414,772.80	14.9	2,623,262.74	4.9	13.51	842.45
1882–83	154	42	3,680	18.1	22,317,499.94	14.9	3,173,336.51	20.9	14.21	862.31
1883–84	159	5	3,890	5.7	21,596,020.08	3.2	3,504,106.52	10.4	16.22	891.82
1884–85	178	19	4,358	12	21,940,169.42	1.6	3,985,952.55	13.4	18.15	914.62
1885–86	181	3	4,841	11	22,629,826.66	3.1	4,312,306.79	9	19.05	890.58
1886–87	189	8	5,310	9.6	25,014,385.30	10.5	4,618,692.07	6.7	18.46	869.82
1887–88	358	169	6,346	19.3	29,459,943.33	13.7	5,422,356.36	17.4	18.40	854.45
1888–89	401	43	8,257	30.1	32,206,493.72	9.3	6,957,941.90	28.3	21.00	842.67
1889–90	454	53	9,066	9.7	36,648,000.49	13.8	7,976,202.72	14.6	21.21	879.79
1890–91	519	65	10,130	11.7	40,405,386.28	10.2	9,072,160.31	13.7	22.47	895.57
1891–92	568	49	10,737	5.8	44,031,728.77	9	9,966,892.67	9.9	22.63	928.27
1892–93	610	42	11,625	8.2	48,444,363.83	10	10,683,575.26	7	22.05	919.01
1893–94	610	.....	11,736	.9	45,801,210.16	a5.45	11,229,436.78	5.1	24.51	956.83
1894–95	604	.....	12,714	8.2	49,128,621.42	7.2	12,135,544.93	8	24.70	954.50
1895–96	627	23	12,834	.94	52,567,624.42	7.7	12,713,861.41	4.7	24.18	970.59
1896–97	627	.....	12,931	.75	52,741,470.37	.33	12,827,396.69	.88	24.32	991.98

a Decrease.

Prior to the year 1877–78 the gross receipts of free-delivery offices were not reported separately by the Auditors.

Although more than one hundred offices appeared eligible during the year for the establishment of the free-delivery service, it was impossible for the Department to consider even the most worthy cases, the entire appropriation for the year being hardly sufficient to supply the most urgent needs of the established service. Since the close of the fiscal year 1897 the service has been established in more than forty offices, Congress having provided a special appropriation of $90,000 for the establishment of the service at new offices. Before the close of the current year all offices entitled to the service will have received the same.

The requirements of the service and its growth during the year have been met by an addition of 97 carriers, only an increase of 0.75 per cent, as against an average annual increase for ten years past of 9.5 per cent. This has been accomplished by a careful investigation of the requests for additional service before allowances were made and by effecting such reorganization of the force as obtained the desired results without increasing the number of carriers. The working of the force and its discipline have been so closely scrutinized that the carriers are now being worked to their full capacity within the limit of eight hours per

day. Therefore any further reasonable extensions and improvements of the free-delivery service can only be made by supplying additional carriers. On this account the pressing demands of a few of the principal offices have already exhausted the inadequate appropriation for the current year.

ESTIMATE.

My estimate of the funds that will be necessary to meet all the requirements of the free-delivery service during the fiscal year beginning July 1, 1898, is $13,810,400, an increase over the appropriation for the current fiscal year of $586,400, or 4.8 per cent. Of this increase $398,900 is necessary to provide for the payment of the increase in salaries of letter carriers required by the law of August 2, 1882, promoting them from a lower to a higher salary grade. There is to-day in the service the largest number of highest salary letter carriers yet reached, the average salary for the current year being $933.58, while that for the next fiscal year will amount to $956.64. Considering that this enforced increase consumes about two-thirds of the total increase for the next fiscal year, which is far below the average annual increase for the past eight years, it must be admitted that the estimate is conservative and that every cent of it is needed for the proper maintenance of the service.

The estimate is itemized as follows:

(1)	568 carriers, at $600 per annum	$340,800
(2)	249 carriers, at $800 per annum	199,200
(3)	4,713 carriers, at $850 per annum	4,006,050
(4)	7,984 carriers, at $1,000 per annum	7,984,000
	13,514	12,530,050
(5)	For promotion of letter carriers (act of August 2, 1882)	110,000
(6)	For substitutes for regular carriers on vacations (act of June 27, 1884)	337,850
		12,977,900
	Estimated credit by change of grade	50,000
	Fixed by law and admitting of no reduction	12,927,900
(7)	For temporary carriers at summer resorts, for holiday emergencies, and to serve the routes of letter carriers employed on local civil-service boards	20,000
(8)	For additional carriers for the extension of the service at established offices and for establishment thereof at new offices, equal to 300 carriers for a full year	180,000
(9)	Substitutes for additional carriers on vacation	7,500
(10)	For horse hire allowance	380,000
(11)	For car fare and bicycle allowance	185,000
(12)	All other incidentals, including letter boxes, package boxes, posts, furniture, satchels, straps, marine service at Detroit, Mich., mechanics employed exclusively in repairing, painting, and erecting package boxes and street letter boxes, etc	110,000
	Net estimate	13,810,400

PACKAGE-BOX SERVICE.

There are constantly increasing demands for the package-box service, especially in New York City, where the service has been extended as far up as One hundred and twenty-fifth street.

The new feature added during the year is known as the "special letter and collection box," and is the invention of Postmaster Warfield, of Baltimore. Its use is at present confined to that city, where it is operated in connection with the public street-car service.

The Warfield box is of metal, and has two compartments—one for

letters and one for packages—each compartment being supplied with an inner sack, made of canvas, and suspended by hooks within the box. The sacks open at the top like a purse. The collectors, after finishing their rounds of the street letter boxes of their respective districts, deposit their mail through the openings in the boxes directly into the canvas sacks. When the postal car stops at the box, the man from the car who collects from the boxes opens the box, takes out the two full sacks, which close automatically as he lifts them out, and deposits two empty sacks in their place, ready to receive the mail for the next collection. These boxes also have two openings for the accommodation of the public, through which letters and packages may be deposited directly into the sacks. They are so constructed as to make it impossible for them to be robbed from the outside.

These "accumulative boxes" are found to be great time savers. They not only enable the man on the postal car to make his collections rapidly, but they also prevent the carriers losing time waiting for the cars. They further extend the usefulness of the postal cars, which were originally employed simply to transfer mail from one station to another. Now they catch the mail "on the fly," so to speak, and the postal clerks are enabled to distribute en route much of the mail thus collected from the street letter boxes. The cars, of course, carry no passengers. The motorman is a sworn officer of the Department, and serves as messenger.

As soon as the appropriation will permit it is proposed to establish similar service in connection with the street railway postal cars in other cities.

STREET CAR LETTER BOXES.

The introduction of postal cars on the lines of city street railroads having proved distinctively successful, the attention of the Department has since been directed to the possibility of facilitating the collection of mails by affixing letter boxes to the ordinary street cars. Des Moines, Iowa, was suggested as a city in which the experiment could be tested to the greatest advantage. The postmaster of that city, in a letter addressed to the Department on March 30, 1897, pointed out that every street car in the city passed the post-office building, either on one side or the other, and that all the street car lines were owned or controlled by one company, thus rendering uniformity of action quite feasible. It was further suggested that the experiment could be made practically without cost to the Government, and that its advantages would be greatly appreciated by the residents of the suburban districts of Des Moines, remote from substations, who otherwise would have no means of getting their mail into the post-office, after quite an early hour in the afternoon, until the following morning.

After becoming assured that no local complications were likely to arise from any contention that the street-car companies would thus be constituted agents of the Government for the carrying of United States mails, the Department, on the 6th of April, 1897, authorized the postmaster of Des Moines to enter into an arrangement with the Des Moines Railroad Company to equip (without expense to the Government, except the cost of the letter boxes) such number of cars as might be deemed necessary for mail-collection service, the arrangement to be considered an experiment for a period of six months, after which, if it proved successful, the question of making it a permanent feature of the service would be taken up. The service was accordingly put into effect on these conditions on both sides of the river which divides the city—on one of the principal car lines on the east side and on two lines on the

west side. After a few days' trial the postmaster was enabled to report that "in the districts reached by this experiment the approbation is universal, and this office is in daily receipt of numerous petitions to extend the service to other lines."

The collections began with 215 pieces of mail on the day the service was started, and rapidly increased to 400 and 500 daily during the first month. In May the maximum number of letters, etc., collected in any one day was 1,119; in June, 1,434. The total collections in June on the cars were 22,535; in July, 35,737; in August, 41,897, and in September there was a still greater increase.

MARINE SERVICE.

At the suggestion of Postmaster Enright, of Detroit, Mich., the postal marine service was inaugurated, as an experiment, in the season of 1895. It has proven to be an unqualified success, affording the merchant marine of the Great Lakes great convenience and giving the masters and crews of passing vessels postal facilities gratis, which formerly they could not receive without paying fees to a private enterprise.

Under date of January 12 the Lake Carriers' Association, at their annual convention, adopted and forwarded to the Postmaster-General the following resolutions:

Resolved, That this association extend thanks to the Post-Office Department for establishing and maintaining the marine postal service on the river at Detroit, which has proved a great benefit to marine interests. We ask to have the service continued at Detroit and the same service established on the "Soo" River at Sault Ste. Marie.

J. J. H. BROWN, *President.*
THOS. CRANAGE,
JOHN MITCHELL,
J. G. KEITH,
W. A. LIVINGSTONE,
C. F. BIELMAN,
Committee.

A committee of marine engineers, who held their annual convention in Washington in January last, called at the Department and personally thanked the Postmaster-General for establishing the service, saying that the humblest member of a crew was receiving the same consideration at the hands of the marine postal service as the vessel owners and masters, which impartial treatment was not given them when the delivery of mail to vessels was conducted as a private enterprise. There are also on file many letters of commendation from vessel owners and others directly connected with marine interests.

The total amount of mail handled during the eight months of the season of 1895 was 46,478 pieces, and during the season of 1896 the number reached 175,850 pieces, showing a very satisfactory increase. Were it not for the depression in the vessel business during the months of August, September, and October, when a great many boats were tied up, the amount of matter handled during last season would have exceeded 200,000 pieces.

The total cost of the service for the first season (six months) was $5,424.59, or about $900 per month. The cost for the season of 1896 (eight months) was $6,339.45, or less than $800 per month.

For the benefit of those who are not familiar with the magnitude and importance of the merchant marine of the Great Lakes I will state that the tonnage passing Detroit during a season is more than that received at New York and Liverpool together; that seven-tenths of the entire

freight handled on the lakes is carried in the holds of "through freighters" that do not touch at Detroit en route to or from the upper lakes; and that on an average there is a vessel passing Detroit every four minutes of the day during the season of eight months. To serve these interests the marine postal service was established, and the number of people receiving the benefits of this service daily is equal to the population of some of our small free-delivery towns.

THE EIGHT-HOUR LAW.

The question of the compensation of letter carriers under the eight-hour law has occupied the attention of the Department and the courts for a number of years, but it is believed is now in process of final and equitable adjustment.

The law as passed May 24, 1888, provided:

> That hereafter eight hours shall constitute a day's work for letter carriers in cities or postal districts connected therewith, for which they shall receive the same pay as is now paid as for a day's work of a greater number of hours. If any letter carrier is employed a greater number of hours per day than eight hours he shall be paid extra for the same, in proportion to the salary now fixed by law.

The case which elicited an interpretation of this law by the Supreme Court of the United States was originally brought in the United States Court of Claims in the name of Aaron H. Post, a letter carrier of Salt Lake City, Utah, who alleged that he had been employed by direction of the postmaster of that city about twelve hours a day, five hours of this time being consumed in the work of his delivery and seven hours in waiting for, receiving, and assorting his mails. He accordingly sued for the overtime, and the Court of Claims gave judgment in his favor.

One of the contentions raised on the part of the Government was that this service fell within the prohibition of section 1764, United States Revised Statutes, which reads:

> No allowance or compensation shall be made to any officer or clerk by reason of the discharge of duties which belong to any other officer or clerk in the same or any other department; and no allowance or compensation shall be made for any extra services whatever which any officer or clerk may be required to perform, unless expressly authorized by law.

The Supreme Court of the United States, to which tribunal the case of Post was carried by appeal, intimated in its decision that had the evidence clearly shown that the claimant had been employed "as a clerk" in the extra time charged for, section 1764, R. S., might have been held to apply to the case. But said the court:

> It is not stated in the findings that the claimant was so employed as clerk, nor does it appear what the duties of a clerk in the post-office in question were, but merely that during the time covered by the claim there were nine carriers and three clerks employed in the post-office.

In regard to another contention of the Government, that the claimant Post, was only entitled to compensation for the aggregate time served over eight hours a day, i. e., for the hours of service in excess of fifty-six hours a week, the Supreme Court ruled:

> To sustain the interpretation given to the act by the Department it will be necessary to read in it by construction "on an average," i. e., if any letter carrier is employed on an average a greater number of hours per day than eight he shall be paid extra for the same. This the court is not at liberty to do. The carrier is entitled to eight hours' work and to his pay if work is not furnished to him. For any excess on any day he is entitled to extra pay. The only set-off that can be maintained is when he is absent from duty without leave. The Department is at liberty to keep a carrier employed eight hours every day, but not to give him a deficit of work one day and an excess another.

This decision of the Supreme Court, which was of course accepted by the Department as a final determination of the question, has resulted in the presentation of an immense number of claims by letter carriers for extra services rendered, the aggregate amount exceeding $8,000,000.

With a view to prevent the further accumulation of indebtedness for overtime, an order was issued by the Postmaster-General April 4, 1893, requiring postmasters to rearrange the free-delivery service so as to bring the carriers' time within the eight hours' limit, either by curtailing the boundaries of the districts or by reducing the frequency of deliveries and collections. This order not proving effective in stopping the flow of extra claims, a still more stringent code of regulations was issued on January 1, 1895, prohibiting carriers from reporting prior to schedule time, requiring all services rendered to be recorded, prohibiting the performance of clerical work, and holding postmasters and superintendents of carriers to a strict accountability for the enforcement of these regulations. Since that order no appreciable overtime has been charged against the Department by letter carriers.

For the purpose of adjusting pending claims a commission was appointed early in 1894, consisting of an officer of the free-delivery service of the Post-Office Department and an assistant attorney of the Department of Justice, to visit the free-delivery offices and personally investigate the cases pending and report thereon to the Court of Claims. This commission is yet in operation. Its findings of fact, after being accepted by the Government, are communicated to the claimants' attorneys, who can either accept the amounts allowed them—in which case the claim is reported by the Assistant Attorney-General to the Court of Claims for judgment—or they can take their cases into court. In the great majority of instances the findings of the commission have been accepted, and a very considerable saving to the Government has thus resulted. For example, in the city of St. Louis the total claims filed amounted, in round figures, to $123,000; the commission allowed a little less than $39,000. At Station D, New York City, the claims were $69,000; the amount allowed was $15,800. At Station B, of the same city, the claims were $15,000; the allowance, $3,200. At Station L the claims were $38,000; the allowance, $15,000. At Newark, N. J., the claims were $100,000; the amount found due was $29,000.

The total appropriations made by Congress for the settlement of overtime claims of carriers up to date aggregate $2,820,000. It is anticipated, according to the present ratio, that the total claims allowed will not fall short of $3,500,000.

Since the process of adjusting these claims was put in operation a new question, not involving anything like so large an amount of money, has arisen, as to whether letter carriers are entitled to extra time for service during their "swings"—that is to say, during the intervals between trips. The Post-Office Department, shortly after the passage of the eight-hour law, issued a circular which stated:

> As a rule there is an interval between every delivery during which the carriers are not employed as contemplated by this law. Whenever, after a reorganization under this act shall have been effected, this interval shall amount to one hour or more, the carrier shall be considered as off duty for that time.

The contention is raised that the order requiring that carriers should be considered off duty during "swings" of an hour or more necessarily implied that they would be considered on duty during "swings" of less duration. Acting on this view, suits for overtime have been brought

in the United States district court of Alabama on behalf of letter carriers of that State and in the Court of Claims on behalf of certain letter carriers of New York City. In each case there was a "swing" of half an hour, which, it was contended, could not be used for any beneficial purpose by the carriers, but was simply consumed in waiting for the next period of service to begin. The United States district court of Alabama held that the Government was liable for the time thus occupied. The Court of Claims took the opposite view, and ruled that the "swings" might be as long or as short as the post-office officials deemed necessary. An appeal from the decision of the United States district court of Alabama has been taken to the circuit court of appeals, and will shortly come up for argument. These cases antedate the order of January 1, 1895, which directs that carriers shall not remain at their desks or in the working room of the office during any interval or "swing."

SEPARATIONS FROM THE SERVICE.

The following statement shows the number of separations from the service during the year:

Carriers removed:	
For intoxication	61
For arrest for violation of postal laws and regulations	20
For gross violation of postal laws and regulations	53
For physical disability	3
Total	137
Carriers deceased	103
Carriers resigned	88
Grand total	328

The total number of separations in all classes was 328, only 2.54 per cent of the total number of carriers employed (12,931), as against 3.7 per cent for the fiscal year ended June 30, 1896, 4.9 per cent for 1895, and 6.3 per cent for 1894.

The removals equal but 1.06 per cent of the entire force, while last year they were 2.1 per cent, and for the year 1895 3 per cent and 1894 4 per cent. This very small number of removals is evidence of the strict enforcement of the regulations which forbid the removal of a letter carrier except for cause, after he has had due notice by a copy of the written charges and an opportunity to submit his defense to the same. It also marks an improvement during the last year in the discipline and conduct of letter carriers, which had already reached a very high standard of efficiency. The regulation of the Department in relation to the removal of letter carriers which has been in force since June, 1894, was recently promulgated by the President as a civil-service rule, applying to all employees within the classified service.

The order is as follows:

> No removal shall be made from any position subject to competitive examination except for just cause and upon written charges filed with the head of the Department or other appointing officer, and of which the accused shall have full notice and an opportunity to make defense.

APPOINTMENT OF LETTER CARRIERS AT NEW OFFICES.

When in July last the Department undertook the establishment of the free-delivery service in a number of offices, it encountered much confusion and many errors on the part of postmasters in their selection

of names from the eligible register for appointment to carrier positions. This condition of affairs, due largely to the inexperience of postmasters themselves and of the new local civil-service boards, necessitated the issuance of departmental orders postponing the inauguration of the service until matters could be straightened out. This action the Department took very reluctantly, for it brought forth many earnest protests from the disappointed communities. To relieve itself of any future embarrassment, the Department decided to have all selections for the first appointments at new offices made at Washington direct from the eligible lists supplied by the Civil Service Commission. Accordingly, the Postmaster-General issued the following order on July 15, 1897:

That Section 602 (b) of the Postal Laws and Regulations for the Free-Delivery Service, July 1, 1896, be, and the same is hereby, amended so that the selections from the carriers' eligible register for appointment, for the establishment of the free-delivery service at new offices, shall be made by the Postmaster-General.

It is needless to say that no further confusion has been experienced and that the plan has given perfect satisfaction.

LETTER CARRIERS' BONDS.

Paragraph 3870 of the Revised Statutes requires that "every letter carrier shall give bonds, with sureties to be approved by the Postmaster-General, for the safe custody and delivery of all mail matter, and the faithful account and payment of all money received by him;" and section 604, Amended Postal Laws and Regulations for the Free-Delivery Service, 1896, provides that the postmaster "will also require carriers and substitutes to furnish new bonds whenever, from any cause, the sureties have become insufficient, and will forward all bonds to the First Assistant Postmaster-General, Free-Delivery Division;" also that "every letter carrier must promptly inform the postmaster, on pain of dismissal, of the occurrence of any event or change of condition affecting unfavorably the responsibility of his sureties."

The bond of a letter carrier and a substitute carrier is fixed at $1,000. There are on file in the free-delivery division of this Bureau about 17,000 bonds, of which probably 25 per cent are supplied by surety companies. Many of the individual bonds are from fifteen to twenty years old. The fact that very few new bonds are being received to replace those that have become worthless on account of death or insolvency of one or more of the sureties is satisfactory evidence to this office that the regulations above quoted have not been strictly complied with, and that therefore there are many bonds on file now practically worthless. To ascertain just which bonds have become insufficient, and to replace them with new ones, would consume much time of a corps of clerks in searching the files, examining each individual bond and conducting almost endless correspondence with postmasters at free-delivery offices. This trouble and expense may be avoided and unnecessary work of clerks in the future prevented by requiring every letter carrier to furnish a bond of one of the reliable fidelity or surety companies. I therefore recommend that hereafter only recognized fidelity companies be accepted as sureties on carriers' bonds, and that all individual bonds now on file be replaced with the new bonds on or before January 1, 1898.

SERGEANTS FOR LETTER CARRIERS.

I have become convinced that to maintain a thoroughly efficient service and a proper discipline it is necessary to officer, supervise, and control letter carriers in the same manner as the employees of every other

branch of the postal service. At present letter carriers, while on their routes, are practically without supervision of any kind. How to effect an organization to remedy this condition is a question that has occupied the attention of this office for some time past. Various suggestions have been made from time to time, but I do not find that they were ever put to a practical test. This important question was one of the first to receive my attention, and for the purpose of perfecting a plan by which the desired results might be obtained, I authorized Postmaster Charles U. Gordon, of Chicago, in June last to temporarily detail five letter carriers, designated "sergeants," to supervise the carriers while on their routes, to test routes from time to time, to investigate complaints, to recommend changes in routes and schedules, and in short, to perform such other supervisory work as the postmaster may require of them. Reports show that the system is giving perfect satisfaction and that it is already producing good results in discipline and better service. The selection of sergeants from among letter carriers should, I believe, be limited to those who have been in the service for five years or more. In this manner the Department would secure men whose practical experience would prove very beneficial to the local service. The results thus far obtained from the Chicago experiment fully warrant me in strongly recommending legislation to provide for the permanent employment of a force of sergeants, especially in the large cities where now there is little or no opportunity to supervise letter carriers while performing duty upon their routes.

SERVICE STRIPES.

The free-delivery service has been in operation for a period of thirty-five years, commencing in 1863. Among the 13,000 regular letter carriers now employed there are a few who have been in the service since its inauguration; quite a number whose terms of service exceed twenty-five years, and a large number who have seen more than ten years of active service. These men have a right to be proud of their long terms of service, and it is but just that the Department should give them some recognition. It has decided to do so to a modest extent, by authorizing the use of service stripes, to be placed upon the sleeves of the regular uniform, one stripe to be allowed for each five years of regular service. The adoption of service stripes will also prove a decided advantage to postmasters and other postal officials who, on meeting a carrier, will know approximately at a glance how long he has been in the service, a knowledge which will often prove of assistance to them when making official investigations. I have therefore caused to be added to section 631 (a), Amended Postal Laws and Regulations, Free-Delivery Service, the following paragraph:

> Letter carriers who have served five years shall wear as a mark of distinction, upon both sleeves of their uniform coat, three-fourths inch above the braid on cuff of sleeve, a half chevron of black cloth one-half inch wide, extending horizontally from seam to seam of coat sleeve and sewed in seams of sleeve. For every additional five years of service another stripe of the same material and style as the first one shall be added. All stripes to be edged with white stitching and to be one-half inch apart. A carrier who has been reinstated shall get credit for the full term of his actual service, but not for the time that he was out of the service. Time spent in the substitute service shall not be taken into account.
>
> *Substitute Carriers.*—As a distinction between a substitute letter carrier and a regular letter carrier who has not yet received his first stripe, all substitute carriers will wear on both sleeves, three-fourths inch above the braid on cuff of sleeve, a plain letter S, 2 inches high, made of black cloth, edged with white stitching.

Before deciding upon this change in the regulations, special permission was given the postmaster at Chicago to allow carriers to attach

[Order No. 330.]

Order No. 47, of January 23, 1896, will be modified so as to read as follows:
s the Postmaster-General, in order to facilitate the collection and delivery
atter, gave public notice to inventors and others to submit to the Post-
›artment models, designs, and specifications of house letter boxes; and
s in response to said invitations about 1,200 devices were submitted to the
:r-General and referred by him to a commission of postal experts, consisting of
low, postmaster, St. Louis, chairman; C. Van Cott, postmaster, New York;
erwood, postmaster, Washington, D. C.; James E. Bell, superintendent
Washington, D. C.; W. B. Smith, acting inspector in charge, Washington,
d Thomas N. Hart, postmaster, Boston, Mass., to examine all models,
ıd specifications submitted, with instructions to select from the same such
levices as should, in their opinion, possess the greatest merit and be worthy
›n; and
s the said commission at its session in June, 1891, and at subsequent times
the said devices and unanimously agreed to recommend for favorable con-
six of the same, which in their opinion best met the requirements of the
levices recommended being as follows:
›vice for door slot, with wind and water tight automatic covering, offered
ohnston, Waterford, N. Y.
›or plate with slot and inside box of two compartments, for receiving mail
ier and for deposit of mail by householder for collection by carrier, with
signal to indicate to carrier when collection is necessary, offered by Cush-
chell, Wheeling, W. Va.
›utside box for delivery, offered by W. O. Taylor, of J. S. Mason & Co.,
ass.
›utside box of two compartments, wherein mail can be delivered by carriers
holders can deposit mail for collection by carriers, coupled with an auto-
ıal indicating the presence of mail matter, offered by W. O. Taylor, of J.
& Co., Boston, Mass.
ıall outside box for delivery only, recommended for its strength and cheap-
ed by John Ringen, St. Louis, Mo.
mbination box, providing for delivery by carriers and deposit by house-
ıtended to be placed in the wall of the building at the time of erection,
W. S. Boone, Kansas City, Mo.
tmaster-General, after carefully considering the report of the commission,
he proposition of such of the inventors as desired to put up boxes at their
ıse, to give a practical demonstration of their value. Accordingly tests
› of the following boxes by the postmasters of St. Louis and Washington,
consent of the Department; the object being twofold, to ascertain the
of the house-to-house collections and the fitness of the boxes for the use

ıbination box for inside use, Cushing & Mitchell, now known as the Postal
ent Company. This box receives the carriers' deliveries, and enables house-
post letters, magazines, newspapers, small packages, and such other mat-

longer time in stopping at each door to collect and deliver mail than is found necessary under the present system. Householders were delighted with the convenience of posting letters any hour, day or night, without going outdoors. No additional expense will be incurred to the Department, and probably the time saved to carriers, no longer compelled to await answers to bells, may be utilized in further extending the boundaries of routes in rapidly growing cities.

It is therefore—

Ordered, That in all cities and towns having free delivery, the postal system be extended to include house-to-house collection; but, for the convenience of the Department, the introduction of boxes will, until further orders, be confined to the following cities and towns:

Allegheny, Pa.	Indianapolis, Ind.	St. Paul, Minn.
Alexandria, Va.	Joliet, Ill.	San Francisco, Cal.
Atlanta, Ga.	Lowell, Mass.	Selma, Ala.
Baltimore, Md.	Marshalltown, Iowa.	Springfield, Ill.
Boston, Mass.	Minneapolis, Minn.	Springfield, Mass.
Buffalo, N. Y.	New Orleans, La.	Syracuse, N. Y.
Chicago, Ill.	New York, N. Y.	Tacoma, Wash.
Cleveland, Ohio.	Omaha, Nebr.	Toledo, Ohio.
Columbus, Ohio.	Portland, Me.	Vicksburg, Miss.
Detroit, Mich.	Richmond, Va.	Washington, D. C.
East Orange, N. J.	St. Albans, Vt.	Wheeling, W. Va.
Grand Rapids, Mich.	St. Louis, Mo.	Wilmington, N. C.

Postmasters will observe the following rules:

(1) The householder must, for his own convenience and advantage and at his own expense, supply a suitable box.

(2) Postmasters are instructed to give information about the boxes and encourage householders to put them up. Inasmuch as the general use of boxes will increase the safety and speed of the mail, all clerks and carriers are ordered to recommend and facilitate their adoption.

(3) The Post-Office Department will not assume the responsibility of collecting mail deposited in any other collection boxes than those recommended by the commission and tested by the Department; and the selection of collection boxes is therefore limited to those thus recommended and tested, as hereinbefore described.

And on May 29 the following order:

[Order No. 337.]

Order No. 654 of December 14, 1896, is hereby modified so as to read as follows:

That the house-to-house collection and delivery system is hereby extended to provide for the sale of postage and special-delivery stamps and postal cards by letter carriers by means of the house collection and delivery boxes approved by this Department in Order No. 47 of the Postmaster-General, dated January 25, 1896, and an official stamp-selling envelope, this day approved, to be supplied and used in the following manner:

Stamps will be sold of the denominations and in the quantities named herein. The official stamp-selling envelopes will contain order slips, upon which orders for stamps and postal cards may be indicated, as follows:

Five (5)	Two (2) cent stamps.
Twenty-five (25)	Two (2) cent stamps.
One hundred (100)	Two (2) cent stamps.
Two (2)	Five (5) cent stamps.
Five (5)	One (1) cent stamp.
Twenty-five (25)	One (1) cent stamp.
Five (5)	Postal cards.

The Postal Improvement Company shall assign to the United States all United States patents now held by it on the envelope adopted and all United States patents pertaining thereto which may be held by it in the future, with the understanding that these envelopes shall be used only in connection with the house-collection and delivery boxes adopted and tested by the Department.

It shall also provide one of these envelopes with each house-collection and delivery box, of the forms adopted by the Department, without cost to the United States or to the person purchasing such boxes, such envelope to become the property of the United States. Requisite number of envelopes for the use of letter carriers to be provided by the Department.

Carriers shall collect from house letter boxes official stamp-selling envelopes contain-

ing orders for stamps when such orders are properly indicated with the name and address of the person ordering written thereon, and when accompanied by an amount of money equal to the value of the stamps ordered; and he shall turn over to the clerk designated to receive them such official stamp-selling envelopes, whose duty it shall be to fill such orders by placing in the envelope the stamps so ordered and paid for, and the carrier on his next trip shall deliver this envelope in the delivery compartment of the box at the address designated in the order.

Patrons posting unstamped matter, or matter to which they wish affixed a special-delivery stamp, in the collection compartment of box, must accompany the same with a regular order for stamps to be delivered by the carrier on his next trip, and an amount of money sufficient to equal the value of the stamps so ordered and to prepay the postage on the unstamped matter, or matter to which they wish a special-delivery stamp affixed, in order that the patrons may not be left without an official stamp-selling envelope for future orders.

The carrier shall collect such unstamped matter and turn it over to the clerk in charge, whose duty it shall be to affix such stamps and forward the matter by the next mail.

If the money found in an envelope does not correspond with the cost of stamps ordered, or if the order be not properly indicated, or if the name and address of the patron be not given, the carrier shall immediately return the envelope to the delivery compartment of the box.

Carriers shall in no case make change; nor shall they sell stamps, take orders therefor, nor receive unstamped matter, except in the manner above specified.

This service will be given to only those patrons of the post-office who provide themselves with one of the house collection and delivery boxes approved by the Department for that purpose, for the reason that it is not practicable to do so unless patrons will conform to the method adopted.

The following matter shall be printed on the back of each official stamp-selling envelope for the guidance of carriers and patrons:

"U. S. official stamp-selling envelope. Patent pending. This envelope is the property of the United States. One, two, and five-cent postage stamps and postal cards in the following quantities, only, viz: Five ones, five twos, one hundred twos, two fives, twenty-five ones, twenty-five twos, five postal cards, will be delivered by letter carriers to users of the officially adopted house-collection and delivery boxes when ordered in this envelope according to the following directions: Mark with a cross the square (thus ×) on order slip, opposite the number and denomination of stamps you want delivered to you, or if you wish to post unstamped matter indicate that in the place provided in the same manner. Write plainly name and address on lines indicated on order slip. Place in this envelope the order slip with the *exact* amount of money to pay for stamps ordered and in such manner that carrier can read order and count money without removing either from the envelope. Fasten end of order slip to the envelope front in the manner provided and post the same in your house letter box as you would an ordinary letter. The carrier will deliver the stamps in this regulation envelope on first trip after the collection of order, and where unstamped matter is posted with money to pay postage for same as above directed, he will collect the same on first trip and postage will be affixed to it at the post-office and it will be forwarded by first mail. If the money found in your envelope does not correspond with cost of stamps ordered the carrier will immediately return the envelope to the delivery compartment of your box.

"Unstamped matter will be collected by carriers when found in box together with any regular order for stamps and an excess of money equal to the postage of the unstamped matter. Carriers can not make change and must not be detained in the conduct of this business."

All postal regulations inconsistent with this order shall be so amended as to conform to its provisions.

The radical addition to the system was inaugurated, providing for the sale of postage and special-delivery stamps and postal cards and enabling patrons of the post-office to mail unstamped matter when accompanied by an amount of money sufficient to prepay the postage on the same, by means of the boxes tested and adopted by the Department and the official stamp-selling envelope adopted in Order No. 337.

A general demand of the public has been met by the introduction of this stamp-selling feature, and especially does the provision for the mailing of unstamped matter mark a new era in the free-delivery system. For many years the Department and Congress have been urged by patrons of the post-office from all sections of the country to provide

some means for accomplishing this purpose, and it is believed that this demand has now been satisfactorily met. The official stamp-selling envelopes are furnished free of charge to those providing themselves with one of the tested and adopted house collection boxes.

The adoption of these boxes has been very general by the residents of those cities to which the system has been extended, despite the prevailing financial depression of the past year, and it is confidently believed by those having the matter in charge that under the new conditions of prosperity this adoption will be very much hastened during the coming year—a result to be hoped for since the Department and the public are equally benefited by the extension of this system—the former by the quicker dispatch of the mails brought about by the saving of time made by the carriers in the delivery of the mails and the increased sale of postage and special-delivery stamps, while the latter profits by the increased facilities afforded it for receiving and posting mail matter and purchasing stamps. This system is simply an extension of the street letter-box system and the stamp-selling station, since boxes for the receipt of mail are placed on dwellings and places of business in addition to those at street corners, and means for purchasing stamps are provided at like places in addition to those at post-offices, substations, or stores, oftentimes far distant from the dwelling or business house of the purchaser. This system must necessarily grow gradually, and further experience with it will doubtless suggest still other changes and improvements. Since the issuance of Order No. 330 by the Postmaster-General, the system has been extended by him to the following-named towns and cities:

Brockton, Mass.	Hoboken, N. J.	Racine, Wis.
Bridgeport, Conn.	Mobile, Ala.	Torrington, Conn.
Elmira, N. Y.	New Bedford, Mass.	Yonkers, N. Y.

SATCHEL REPAIR SHOP.

The work of the satchel repair shop is itemized in the following statement:

July 1, 1896, satchels on hand	1,874
Satchels received for repairs during year	7,053
	8,927
Condemned as not worth repairing	3,185
	5,742
Shipped to postmasters during year	4,850
Balance on hand	892

Satchels are repaired and shipped at a cost of 32½ cents each; total cost of repairing and shipping satchels during the year, $1,576.25.

SUBSTITUTES.

The very unsatisfactory status of the force of substitute letter carriers is giving the Department much concern. The betterment of their condition is a problem which under existing statutes is very difficult of solution. The act of August 2, 1882 (22 Stat. L., 185), provides that the Postmaster-General "be, and is hereby, authorized to appoint one or more substitute letter carriers, whose compensation shall be one dollar per annum and the pro rata compensation of the carriers whose routes they may be required to serve." Act of June 27, 1884 (23 Stat. L., p.

60), allowing leave of absence to regular carriers not to exceed fifteen days in each year without loss of pay, provides that the substitutes employed in the absence of letter carriers on such leave shall be paid at the rate of $600 per annum.

Under these statutes the annual compensation of substitutes in small offices is practically limited to the vacation service they perform for the regular carriers. Instances have been brought to my attention where substitute carriers earn an average of but $5 or $6 a month. These paltry earnings force them to find employment elsewhere and to refuse to respond to the call of the postmaster when emergencies arise requiring their services. Substitute carriers can not be censured for refusing, under these circumstances, to perform postal service, especially when they are confronted with the alternative of choosing between a permanent commercial employment and the very uncertain and brief employment which the exigencies of the postal service provide for them.

When a substitute declines to perform service at an office where there happens to be no eligible register, the Department is compelled to drop his name from the roll, for it can not make a temporary appointment, under section 602*d*, Amended Postal Laws and Regulations for the Free-Delivery Service, 1896, and Rule VIII, par. 13, Revision of the Civil-Service Rules, May 6, 1896, so long as there is a name on the substitute roll. Such action, though unavoidable, works a hardship to the substitute carrier, who may have served patiently as such for four or five years, awaiting a regular appointment. Instances of this kind arising almost daily cause the Department much embarrassment.

With the exception of those employed in the very largest offices, the substitute carriers at first-class offices are not much better off than their official brothers in the small offices. However, in first-class offices there is more opportunity to provide steady employment for them, as there are frequent emergencies requiring the employment of additional temporary carriers, and then there is other work which they can conveniently perform. In New York, for example, substitute letter carriers deliver all special-delivery letters and perform service as temporary carriers, which divides among them four or five thousand dollars a year. These duties, in addition to the service performed in the absence of regular carriers on leave, with or without pay, provide a compensation per annum equal to the salary of a third-grade letter carrier. Last year the salary of a substitute carrier in New York City was about $50 per month. In order to provide as much work as possible for substitute carriers, it is my purpose to issue an order at an early date requiring that the delivery of special-delivery letters in first-class offices be made by substitute carriers. At small offices, where the number of special-delivery letters delivered daily is too small to require constant service of a substitute, I will leave the performance of such extra service optional with the substitutes employed in those offices.

Complaints have been made to this office from time to time that the substitutes at many offices are not promptly paid for services rendered regular carriers on leave without pay, and that they are compelled to await the pleasure of the regular carriers before receiving the compensation due them. It has also been charged that at some offices substitute carriers are required by the postmaster to work at the rate of $600 per annum when they are entitled to the pro rata compensation of the carriers whose routes they are required to serve. This office will take steps at once to have these irregularities corrected, and will again direct the attention of the postmasters to section 628, Amended Postal Laws

and Regulations for Free Delivery Service, 1896, which reads: "Work for substitute letter carriers should be distributed as equally as possible among them, without regard to seniority or time of service."

I will have occasion later on to suggest such legislation as will enable the Department to place the employment of substitute letter carriers on a more satisfactory basis.

ASSISTANT SUPERINTENDENTS.

The free-delivery service has grown to such proportions that it is almost impossible, with the present organization of the free-delivery system, to give it the supervision that is constantly required. Two more assistant superintendents, with a salary of $2,000 each, should be added to the force. Their headquarters should be at New York and Chicago, respectively, as a very large portion of the carrier force is employed in those two cities and their immediate surroundings. There are many local questions arising daily throughout the service that require and should receive the personal attention of the superintendent of the free-delivery system, or his direct representative. There are now employed in the service 17,000 letter carriers and substitute letter carriers, distributed among 700 post-offices. The Railway Mail Service, employing about 8,000 men, has, besides a general superintendent and an assistant general superintendent, 11 division superintendents and 28 assistant superintendents. I make this comparison between the two services to emphasize the necessity of two additional assistant superintendents of the free-delivery system, and I can not too strongly recommend that Congress be urged to provide for their appointment.

RURAL FREE DELIVERY.

Rural free delivery has been put to the test of practical experiment in 29 States and over 44 differing routes. This has been done by direction of Congress, which placed a sum of $10,000, supplemented by another appropriation of $30,000, at the disposal of the Department for this purpose during the fiscal year 1896–97, and has appropriated a further sum of $50,000 for continuing and extending the experiment during the present fiscal year. In a majority of the districts experimented upon the free-delivery service has been in operation for a year. It was commenced in West Virginia October 1, 1896, extended to Maryland, Missouri, New York, Ohio, and Indiana October 15, 1896; later in the same month other rural routes were established in Virginia, Arkansas, North Carolina, and Kansas; and in November, 1896, the system was placed on trial over selected routes in Louisiana, Massachusetts, Nebraska, Iowa, Colorado, Wisconsin, Maine, Pennsylvania, and Arizona. The States of Michigan, Alabama, Georgia, Illinois, and Vermont were included in the experiment in December, 1896, and in January of the present year Minnesota, Kentucky, California, and Tennessee were added to the list of States where rural free delivery has been initiated.

More recently a route has been started from North Yakima, in the State of Washington, and a supplemental route has been given to Iowa.

All sorts and conditions of rural life have been included in the experiment, as will be seen from the detailed reports of the results of the test in the different States experimented upon, which are herewith pre-

sented. The service has been tried under most favored conditions in the garden district of California, where 75 miles of macadamized roads, carefully sprinkled in summer, lead through a succession of costly mansions, embowered among gardens and fruit groves. It has been put in operation along the banks of Bayou Lafourche, in the sugar belt of Louisiana, where the carriers drive from one sugar plantation to another for 7 miles on each side of the bayou. It has been inaugurated under equally favorable auspices in the productive irrigated fruit-growing districts of Arizona; among the well-improved and prosperous ranches of Colorado; in the balmy climate and health-giving air of southern Georgia; among the intelligent farming communities which thickly populate Genesee County, N. Y., and Lancaster County, Pa. It has been established on one of the larger islands of Lake Champlain in Vermont; and has been put in operation in the backwoods of Maine, and among the farmers and summer boarders of Massachusetts.

In these and other localities the conditions were such as to favor the success of the plan to the utmost. But the experiment has not been confined to communities where there were few difficulties to be encountered. It has been carried over the mountains of Arkansas; through the heavy roads of central Illinois; along the rough banks of the Missouri River, in Kansas; through the unsurveyed and roadless farming districts of southwest Kentucky; over the hills and through the snow-filled crossroads of Michigan; down the stiff clay roads of North Carolina; along the sparsely-settled rocky ridges of Westmoreland County, Pa., and among the scattered colored settlements of Virginia. Congress desired rural free delivery to be thoroughly tested. The Department has endeavored to comply with this request.

According to the varying conditions of the country traversed, the rural carriers perform their services on horseback, or riding in buckboards, buggies, two-wheeled carts, or on bicycles. In some States they have to cross farms and pull down bars and ride over fields to deliver and collect their mails. In no instance has any serious complaint been made of this invasion of private rights. On the contrary the cooperation of the communities served has in every instance been cheerfully and effectively given. The farmers, at their own cost, have put up boxes at the crossroads and at all other convenient places for the reception of the mails.

The general results obtained have been so satisfactory as to suggest the feasibility of making rural delivery a permanent feature of postal administration in the United States; not immediately, or in all districts at once, but in some gradual and gradated form, the character of which might be regulated by the tenor of the reports herewith presented as to the experimental service.

One of these experimental districts, Thibodeaux, in the parish (or county) of Lafourche, La., demonstrated from the start that the service could be made permanent in that section without any increase of cost to the Government. It was found that the annual compensation paid to fourth-class postmasters and for star-route service in this district (all practically superseded by the rural free delivery) amounted to exactly the annual cost of the rural carriers, while the service rendered by the carriers was much more efficient and acceptable to the public.

In Lancaster County, Pa., there are nearly 150 fourth-class post-offices, a large percentage of which might be discontinued if rural free delivery were extended over the whole county.

In communities like these there would seem to be no valid objection, even on the score of economy, to putting the system of free rural delivery

into permanent operation. The criticism, sometimes heard, that to do this would discriminate in favor of one section as against another, is easily answered by the statement that such a discrimination would be no greater than that created by existing law, which gives free delivery to a town of 10,000 population or $10,000 gross annual postal receipts, and denies it to another town of 9,500 population or $9,500 gross postal receipts.

SOME DIFFICULTIES ENCOUNTERED.

The question as to the net cost of rural free delivery is at nearly all points complicated by considerations as to the possibility of discontinuing other service with which the rural delivery to some extent comes in conflict. So long as the system remains a tentative one, and until the intentions of Congress as to its perpetuation become known, it has been thought the part of wisdom to "make haste slowly" in the abolition of other service which it might be found necessary to resume soon after its discontinuance. Hence the results of the experiment, from a pecuniary point of view, have not in many instances been as satisfactory as they could easily be made if the service were established on a permanent basis. The uncertainties of the situation have acted like a spring frost on blossoming fruits and have checked many buds of promise. There has been, and naturally so in some localities, a hesitation on the part of the community to break in upon their long-established custom of riding to town for their mails when they have no assurance as to how long free delivery is to last. Then, again, postmasters of the fourth class, who are paid according to the amount of mail matter canceled in their office, do not find it to their interest to encourage their patrons to transfer their mail delivery to the neighboring free-delivery route. It is asking too much of human nature to expect them to divest themselves of part of their income purely for the betterment of the service. That so much has been accomplished in spite of these retarding influences indicates much greater possibilities for the future.

One of the suggested plans for extending rural delivery in scattered communities is the utilization, in certain States, of the existing star routes, and adapting them to the delivery of mails by the wayside. This, of course, would require the authorization of Congress to make it effective, but it would be quite competent for the star-route messenger, carrying his locked mail pouch from one post-office to another, to deliver to and collect from such persons living along the line of his route as might authorize him so to do, their daily mails, without in any way seriously interfering with the expedition of his trips. This plan has actually been put in operation by the citizens of one district of Massachusetts, on their own responsibility, they paying the mail messenger $2 per annum for each family thus accommodated by him.

With a view of meeting the general wish of rural communities for an extension of mail facilities, a bill (H. R. 5473) was introduced in the last Congress by Hon. N. D. Sperry, of Connecticut, to revive the old "penny post" system in towns, villages, and other places where no free delivery exists. The bill enacted that on the petition of not less than twenty persons of any one delivery the postmaster might appoint one or more carriers who, on the written request of the addressees, should deliver their mails, receiving from them such weekly, monthly, or quarterly compensation as might be mutually agreed upon, or, as the bill further provided, "when no such agreement is made, they may

demand and receive not exceeding 1 cent for each letter or other package which they deliver from or convey to the post-office."

In the course of the debate on this bill in the House of Representatives Hon. John S. Williams, of Mississippi, said:

> The proposed bill—the legislation it seeks to enact—is nothing but the development into law of a system which already exists in a part of this country. For example, down in my own country, in the State of Mississippi, there is a community of people—there are several of them, but I have in mind one community—who annually direct the postmaster to deliver their mail to a certain person selected by them to receive and deliver it. The carrier gets the mail from the post-office and deposits it in boxes in front of the various plantations on his route, and takes from the boxes such mail matter as has been deposited by the planters, or the renters of the land, and carries it to the post-office. So the common sense of a community in this country has already developed a scheme exactly that which the gentleman from Connecticut desires to put into the shape of law upon our statute books.

This is quoted as showing how general is the desire for the extension of the delivery service in rural districts. Both the Senate and the House of Representatives adopted a report on the Sperry bill, which said:

> While the demand for rural delivery comes from the people in the main, it has also been made the subject matter of discussion by the Post-Office Department from time to time, and it is agreed by those who have investigated the subject that there is no good reason why such accommodations should be withheld. It is easy to see how this will elevate the standard of intelligence and promote the welfare of the people.

A brief, prepared in support of the Sperry bill, urged that our postal system was derived from that of Great Britain; that the ordinance passed by the Confederated States in 1782, empowering the Postmaster-General and his assistants to "carry and deliver" letters, was based upon the English statute of 1710, which statute received a final construction by the Court of King's Bench in 1772, in a suit brought against the postmaster of Ipswich for the nondelivery of a letter. The opinion of that court, as delivered by Lord Chief Justice De Grey in this case, was quoted as follows:

> The Postmaster-General is to receive, carry, and deliver all letters which shall be sent to or from all places in Great Britain and her colonies. As he "receives" a letter from one person he is to "carry and deliver" it to another person, according to the directions; but in the present case the postmaster is so far from delivering the letters directed to the plaintiff at Ipswich that in truth he retains them. He receives them at his office in London and delivers them into his office at Ipswich, which is no more than giving them with his right hand into his left. He must do more. He must remove them out of his office at Ipswich as much as he did out of his office at London, and must deliver them to the person at Ipswich, as directed.

From this opinion, and from the action of Congress from time to time, the deduction was drawn that a common-law obligation to "deliver" letters as well as to "carry" them was assumed by this Government in taking upon itself a monopoly of the postal service, and has been recognized by it. As long ago as 1794 a law was passed authorizing a charge of 2 cents for letters delivered by carrier. In 1861 the charge was reduced to not exceeding 1 cent. This provision was repealed in 1863, when free delivery in the large cities was established, but was revived in 1865 and remained nominally in force until the codification of the postal laws in 1872, when it was omitted—whether by accident or design on the part of the codifiers does not clearly appear.

Mr. Sperry's bill to revive the "penny post" passed both Houses of the last Congress, but did not reach the President in time to receive consideration and approval. The passage of this bill, however, reflected the growing feeling on the part of the country at large in favor of the extension of the delivery service in some shape to agricultural communities.

Commenting upon the inequalities in our postal service, Postmaster-General Wanamaker, in 1892, said:

> When a town grows to 10,000 population, and puts down foot walks and puts up numbers on the houses, the Post-Office Department is authorized by act of Congress to establish a carrier service to deliver mail matter at the doors of houses and offices. As the town increases postal stations are established. Thus the postal service keeps pace with the growth of the town. While all this postal work is going on at the thickly populated points the farmers, quarrymen, blacksmiths, millers, and artisans—all paying the regulation rates of postage—are left to get their mail as best they can, from the post-office at the village or at the railway station.
>
> The system is really colonial. It takes pay for delivering letters without delivering them. It obliges people to go or send for mail, and that means, in the winter or stormy seasons, and for aged people, the deprivation of letters and periodicals (hardly less valuable) that lie in the post-office for long periods not called for.

Mr. Wanamaker's comments are equally applicable to the postal service of the present day.

Whether it is proper or desirable at this time to enter upon a broad and general system of free delivery, not only in rural communities but in the towns and villages now excluded from the free-delivery service by operation of law, is a question which rests within the sound discretion of the lawmaking power. This Department can only aid by laying before Congress the facts as reported by its trusted and intelligent agents, and such other information as comes into its possession through the intercourse which Department officials necessarily hold with the people and their representatives by correspondence or direct personal interviews. It can hardly be disputed that public policy requires some advances to be made, and that the postal service of the United States should be brought more into line with the advancing prosperity and increasing population of the country than circumstances have hitherto permitted it to be. It may even be said that sooner or later the United States will have to follow the lead of the more densely populated countries associated with it in the Universal Postal Union, and establish a delivery service over all the settled portions of its vast territory. The question remains how to make the necessary advances.

THE COST AND POSTAL DEVELOPMENT.

Postal development in the United States has been of comparatively recent growth, and has been accomplished in spite of many difficulties. Less than four years since the aged postmaster of an Ohio town, then still holding his office, at the end of sixty-four years of continuous service, was able to recall the time when the charge for one letter, to be transmitted 400 miles or more, was 25 cents, and in commutation of this service he had at different times received, as a just equivalent for the postage, either 2 bushels of oats, 5 dozen of eggs, 4 pounds of butter, 3 bushels of wheat, or 1½ pounds of common wool. It was not until 1863 that free delivery was introduced into even the largest cities of the United States. The carriers called into service at that time scarcely numbered as many hundreds as there are thousands now, and the cost of the delivery service was little more than $300,000, as against about $13,000,000 in 1896–97.

There are two ways of looking at the question of postal development in regard to the extension of the free-delivery system. One proceeds on the theory, sometimes advanced in the debates of Congress, that the Post-Office Department is a great business enterprise, one of the greatest in the world, conducting its operations over a larger area and expending more money than any similar organization in any one other

country. Viewed from this standpoint the Post-Office Department is required to be conducted on what are termed "strictly business principles." It is expected to keep its expenditures well within its income (even if its revenues can not be made to yield a surplus of from twelve to fifteen millions of dollars yearly, as is the case with the postal receipts of Great Britain), and to extend its operations only when it is clearly apparent that a financial gain will result from the enlargement.

Another and widely divergent view adopts the aphorism of a great European writer, that "the study of the postal service is the indirect study of civilization, and maintains that its benefits are so great that it should not be looked upon from the standpoint of a source of revenue."

A just conception of the province of postal administration may perhaps be found between these two extremes.

As against the first proposition, the facts stand out that the Post-Office Department has never been conducted on "strictly business principles," and never can be without a radical reorganization not only of this Department but of every other Executive branch of the Government. It is not practicable to strike an accurate balance of profit and loss in the postal service. The Post-Office Department is required to render services to Congress and to each of its fellow Executive Departments to the extent of millions of dollars yearly without receiving any compensation therefor, and without being enabled to make any correct computation of the extent and pecuniary value of the services thus rendered. It is ordered, by law of Congress, to carry for the benefit of private enterprises hundreds of thousands of tons of so-called "second-class mail matter" at a price five or six times below the cost of transportation and handling.

On the other hand, and still further to complicate the accounts, the Government undertakes, through another branch of the service—the Treasury Department—the task of providing the Post-Office Department with offices in which to do its business, and takes no account of either principal or interest of the millions of dollars thus expended. No great mercantile firm would do business on such a basis. The contention that the Post-Office Department, under existing laws, can under any circumstances be conducted on "strictly business principles" must therefore be abandoned.

The utmost that can be asked is that it shall render the greatest possible amount of service to the greatest possible number of people at the least possible expense.

I think the reports of rural free delivery hereto annexed will prove conclusively that this experimental service has rendered benefits far in excess of the expenditures involved, and that, under wise restrictions, it can be continued and extended with great advantage to a class of our citizens who, rightly or wrongly, deem themselves neglected in legislation—the agricultural class—and without serious detriment to the revenues.

EXPENSE IN DETAIL OF RURAL FREE DELIVERY.

The following is a tabulated statement showing the cost of the service during the fiscal year 1897, number of pieces of mail handled, etc.:

Post-office.	County.	State.	No. of carriers.	Salary per annum.	When established.	Population served.	Area in square miles.	Miles traveled by carrier per day.	Pieces of mail delivered and collected from beginning of service to July 1, 1897.	Cost of service from beginning of service to July 1, 1897.	Cost of service per annum.	Cost to deliver each piece of mail.
												Cents.
Allensville	Todd	Kentucky	3	$300	Jan. 11, 1897	220	24	15	10,320	$412.50	$900	3.99+
Atoka	Tipton	Tennessee	1	300	.....do.....	300	10	20	4,684	137.50	300	2.93+
Auburn	Sangamon	Illinois	3	300	Dec. 10, 1896	1,000	47	35	28,559	462.63	900	1.63+
Bernardston	Franklin	Massachusetts	1	300	Nov. 2, 1896	400	17	17	19,979	175.27	300	.87+
Bonner Springs	Wyandotte	Kansas	3	300	Oct. 26, 1896	700	36	21	22,457	499.73	900	2.22+
Brunswick	Cumberland	Maine	1	300	Dec. 7, 1896	250	16	13	11,694	162.64	300	1.39+
Cairo	Randolph	Missouri	3	300	Oct. 15, 1896	1,000	36	18	22,873	499.73	900	2.14+
Campbell	Santa Clara	California	3	300	Feb. 1, 1897	1,600	22	25	61,522	372.51	900	.60+
Charlestown	Jefferson	West Virginia	3	200	Oct. 1, 1896	600	12	18	20,919	450.00	600	2.15+
China Grove	Rowan	North Carolina	2	175	Oct. 23, 1896	191	40	25	10,203	247 76	350	2.42+
Clarksville	Johnson	Arkansas	3	288	Oct. 19, 1896	400	44	33	22,472	612.00	864	2.72+
Climax	Kalamazoo	Michigan	2	300	Dec. 3, 1896	750	24	28	32,391	350.54	600	1.08+
Collinsville	Butler	Ohio	1	300	Oct. 15, 1896	200	10	23	9,458	201.86	300	2.13+
Darrtown	.....do	.....do	1	300	.....do	200	12	18	10,576	201.86	300	1.90+
Elba	Genesee	New York	3	300	.....do	1,200	30	18	55,803	635.58	900	1.13+
Farmington	Dakota	Minnesota	4	300	Jan. 1, 1897	396	25	25	36,567	600.00	1,200	1.61+
Gorham	Cumberland	Maine	1	300	Nov. 23, 1896	152	4	17	12,086	175.27	300	1.45+
Grand Isle	Grand Isle	Vermont	2	300	Dec. 21, 1896	500	18	34	15,130	300.00	600	1.98+
Greenfield	Franklin	Massachusetts	1	300	Nov. 2, 1896	500	16	20	24,956	199.73	300	.80+
Halltown	Jefferson	West Virginia	1	200	Oct. 1, 1896	200	11	12	4,538	150.00	200	3.32+
Hartsville	Bartholomew	Indiana	1	300	Oct. 15, 1896	190	7	24	3,341	211.87	300	6.34+
Hope	.....do	.....do	2	300	.....do	800	36	26	32,857	361.86	600	1.10+
Lancaster	Lancaster	Pennsylvania	2	300	Dec. 21, 1896	1,500	35	25	38,982	312.63	600	.80+
Loveland	Larimer	Colorado	2	300	Nov. 10, 1896	339	36	29	40,444	337.50	600	.83+
Morning Sun	Louisa	Iowa	4	250	.....do	850	32	24	46,043	624.06	1,000	1.35+
Naples	Cumberland	Maine	1	300	Nov. 23, 1896	250	5	12	11,119	187.50	300	1.68+
New Stanton	Westmoreland	Pennsylvania	1	300	Nov. 24, 1896	244	12	16	8,593	175.27	300	2.04+
North Deering	Cumberland	Maine	1	300	Nov. 25, 1896	300	7	18	7,088	175.27	300	2.47+
North Yakima	Yakima	Washington	2	300	Apr. 1, 1897	1,600	10	25	22,680	150.00	600	.66+
Opelika	Lee	Alabama	1	300	Dec. 7, 1896	750	10	20	9,351	162.63	300	1.73+
Orange	Franklin	Massachusetts	1	300	Nov. 23, 1896	350	12	18	19,434	187.50	300	.93+
Palmyra	Fluvanna	Virginia	2	200	Oct. 22, 1896	350	25	15	10,002	266.30	400	2.64+
Quitman	Brooks	Georgia	1	300	Dec. 8, 1896	60	10	20	3,008	162.63	300	4.09+

Ruffedale	Westmoreland	Pennsylvania	1		300	Nov. 24, 1896		260		18	15,414	175.27	300	1.13+
Sebago Lake	Cumberland	Maine	1		300	Nov. 23, 1896		248		26	11,156	175.27	300	1.48+
Somerville	Butler	Ohio	1		300	Oct. 15, 1896		175		23	9,183	211.86	300	2.30+
South Deerfield	Franklin	Massachusetts	1		300	Dec. 1, 1896		300		15	19,932	175.27	300	.87
Sun Prairie	Dane	Wisconsin	4		300	Nov. 16, 1896		1,300		26	58,713	750.00	1,200	1.27+
Tecumseh	Johnson	Nebraska	4		300	Nov. 7, 1896		700		20	26,659	750.00	1,200	2.81+
Tempe	Maricopa	Arizona	2		300	Nov. 24, 1896		447		30	36,263	350.00	600	.96+
Thibodaux	Lafourche	Louisiana	2		300	Nov. 1, 1896		60		12	28,725	300.46	600	1.39+
Uvilla	Jefferson	West Virginia	1		200	Oct. 1, 1896		240		20	4,655	150.00	200	3.22+
Westminster	Carroll	Maryland	4		250	Oct. 15, 1896		700		16	24,489	707.88	1,000	2.88+
Total, 43 offices in 29 States			84	a 23,814				22,772	b 900	c 1,843	836,308	12,909.04	23,814	1.68+

a Average pay per carrier, $283.61.

b Average, 20.93.

c Average, 22.

I append a statement, arranged by States, of one year's experiment in free rural delivery:

ALABAMA.

Opelika, in Lee County, was selected for the experimental test of rural free delivery in the State of Alabama, with its diversified mining, manufacturing, and agricultural interests. This is an agricultural section simply. The route chosen was from Opelika to the post-office at Map, a distance of about 10 miles and return, through a comparatively thickly settled part of the county. It has the advantage of a road which can be traveled over in the worst weather. Boxes placed at the intersection of two cross roads enable service to be extended to some distance off the main route. In this way about 115 families, or 750 persons, are served. The area covered by the route is 10 square miles. One carrier performs the service, on horseback, furnishing his own horse, and receives $300 a year, which is the maximum compensation allowed for rural delivery service. Free delivery was commenced December, 1896. Within a very few days the residents of other sections of the same county were riding into Opelika to ask that the free delivery might be extended in their direction.

ARIZONA.

Tempe, in the center of the productive irrigated lands of the Salt River Valley, Maricopa County, Ariz., was made the test station for rural free delivery in that Territory. The chosen route extends 2 miles west of Tempe, 8 miles south and 6 miles east, taking in practically the whole country between Tempe and the Mormon settlement of Mesa. It covers 38 square miles and serves about 450 persons. Two carriers ride each 30 miles a day through farms and fruit orchards, which are described by the local land boomers as presenting a perpetual vision of beauty, where—

> The balmy spirit of the western gale,
> Eternal breaths on fruits untaught to fail.

Where there is a constant succession of crops, blossoms, buds, and ripening fruit appearing simultaneously on the same tree.

Some of the reports received in regard to the service in Arizona say:

The service has proved to be an absolute success in every respect. Rather than be deprived of the great benefits they have received from it, the patrons say they would willingly defray the expense themselves. The only opposition has come from the saloon keepers of Tempe, who claim that their revenues from the farming community have been affected very materially since it has been made no longer necessary for them to come to town to get their mail, a fact which is gratifying to the moral element of the community.

This short letter is an attempt to give utterance to our appreciation of the free mail delivery. There is no loss of time after the mail arrives at Tempe before it is delivered carefully and kindly. Not only the loss of time in going for the mail each day, but also the worry and anxiety are thus saved. Our only fear is that the service will be discontinued.

We are much pleased with the free delivery system. It is an improvement that could not be fully appreciated till tried.

I am more than ever proud of being an American citizen, and gratefully appreciate the benefit the farmers of Tempe are receiving from the rural delivery system. I live three and a half miles from the Tempe post-office, and have been sick for a week past, yet my mail is brought to my door every morning, except Sunday. I hope the Government is satisfied that the experiment is a grand success, for I assure you that we "hayseeds" (as we are sometimes dubbed) are more than pleased with the system. It looks as if "Uncle Sam" had at last turned his eye in our direction, and had determined to help the farmer.

In my opinion free delivery will stop the farmer from going to town after his mail when he should be at home at work. It will help him to economize in living, to increase his business, and to advance in prosperity. I would be glad to pay an additional amount of postage for the additional transportation charges, if necessary to do so.

I have been told that you would like to hear from the people benefited by your free delivery. If you should find anybody that is dissatisfied, I wish you would send them to me. I should like to see what they look like. Wishing the experiment all the success it deserves, etc.

We have often hitherto been without mail for a week, and now that we get our mail every day we feel that we are in the world.

These letters afford a fair example of the sentiment, not only in this district but in other districts experimented upon.

Urgent representations have been made to the Department in favor of extending the system to the large agricultural district lying between Denver and Fort Collins, Colo., but the smallness of the appropriation made for experimental service does not permit of this request being granted at the present time.

GEORGIA.

After careful deliberation, Quitman, Brooks County, was designated as the experimental station for rural free delivery in the "Empire State of the South." Apparently no better choice could have been made. The officers who inaugurated the service, on the 8th of December, 1896, speak of the climate as being at that season of the year "as balmy as that of Florida; the roads good all the year round, particularly level, and comparatively dry, even after the heaviest rains." In this section, so pleasantly circumstanced, a thrifty, industrious, and prosperous farming community is located. The extent of territory covered by the delivery is about 10 square miles. It is 9¾ miles long by 3 miles wide, traversed by a main road running due east from Quitman, the distributing point, and intersected by cross roads, at each of which the farmers have erected boxes for the reception and delivery of mail. The local post-office officials being enthusiastically in favor of free rural delivery—a condition not always prevailing—its exemplification in Brooks County, Ga., could hardly be otherwise than successful. It has proved so, as far as public appreciation is concerned. The cost of the experiment, when divided among the pieces of mail collected and delivered, has been somewhat above the average, but the percentage is decreasing with the enlarging capacities of the service.

ILLINOIS.

Rural free delivery was established in President Lincoln's county, Sangamon, Ill., December 10, 1896. The territory covered comprises about 47 square miles, with Auburn post-office as its center. Three carriers, traveling on horseback nearly 35 miles each a day, make the deliveries and collections. The winter storms still make the roads almost as difficult of transit as when Abraham Lincoln "rode the circuit," and the free delivery has not been accomplished without difficulty and occasional delay. Nevertheless, the farmers are well pleased with the experiment, and have cooperated with the post-office authorities by erecting boxes at the roadside for the delivery of their mail. Many of them have had their addresses changed from neighboring post-offices so as to get their mail more promptly along the line of the free-delivery carriers' routes.

would be glad to avail himself of the advantage of a rural free delivery. In a preliminary canvass 1,421 names out of 1,600 were promptly enrolled. The rest were added later, with scarcely an exception.

COLORADO.

Rural free delivery was established in Larimer County, Colo., November 10, 1896, the post-office at Loveland being made the distributing point. The total area covered by the service is about 36 square miles, most of it lying along the Big Thompson River, in an agricultural country so productive that the farmers boast of raising potatoes weighing 60 pounds to the tuber. The whole district is covered with well-improved ranches. It presents the advantage of having good roads, even in bad weather, and the weather is seldom bad. This renders possible the use of vehicles for the mail delivery. The two carriers who serve the district cover each about 25 miles a day. They ride in buckboard wagons with a seat for one passenger, and do a small parcel-delivery business besides, greatly to the convenience of the neighborhood.

Some opinions of the service expressed by those who receive its benefits follow:

This removes one of the disadvantages of country life, as we can now have a daily paper. I believe if the system were continued it would induce more people to live in the country. It would also increase the circulation of newspapers and tend to educate people up to the times. Education is the foundation of our Government, and the free distribution of mail is a long step in the right direction. The expense can cut but little figure. It simply will put the money in circulation among our own people. I am a farmer, living 10 miles from Loveland, and naturally very much in favor of free delivery.

I hardly know how to express myself about the free delivery without saying too much. It will, if continued, save me several hundred miles' travel in the course of a year, besides collecting my mail daily.

This from a lady:

You wish to know how I like the free delivery. I think it a very nice thing. We can now be a little more like city folks, and have our mail fresh instead of stale. So all I can say is, keep the good work going.

It is very satisfactory to know you will get your mail every day, when there is any, without driving to town after it. Sometimes the weather is too bad to go. Sometimes you are not well enough, and sometimes too busy.

I am greatly pleased with the present system. I now get my mail fresh every day. Heretofore I would either have to send or make a special trip to town (a distance of 4 miles) to get it, and the reading matter would often get so old it would not be interesting. Now I can answer my correspondents promptly, can take a daily paper if I choose, and get the paper fresh and newsy every day instead of four or five in a bunch, as would often occur under the old system. Rather than have free delivery discontinued I would suggest hiring a private carrier, and would be willing to pay my part of the expense.

To me it is a great benefit. It is a boon I did not expect to enjoy for many years to come. Those who established it will be remembered for all time as the farmer's benefactors.

A daily rural postal delivery means a wider range of reading for the people who live in the country, and that (if it be the proper kind of reading) means education. A daily delivery brings the people of the country into closer touch with the people of the cities and towns. It gives the farmer daily information concerning the markets upon which he relies to sell the products of his farm. Many advantages not now apparent would accrue to the people of the country if a permanent system were established.

If those who live in the cities can appreciate free delivery, how much more can those do so who live in the country, 8 or 10 miles from a post-office? During the busy season it will certainly save a good many days' work to the farmer. I hope it may continue.

point. In order to obtain the advantages of free delivery, a number of families hitherto receiving their mails at the post-offices of Edwardsville, Piper, and Horanif have changed their address to Bonner Springs. It has been found practicable to discontinue one small post-office and star route because of the establishment of the new service. Here, as elsewhere, the farmers express themselves so well pleased with the change that, rather than have it discontinued, they would be willing to pay the carriers themselves. One solitary dissentient, an aged farmer living in the neighborhood of Emmet, is quoted as having expressed himself as follows in regard to the service:

I don't see no partic'lar advantage in it. I can go to town often enough to get all the papers I've got time to read. There ain't no call for the Guv'ment to go to any such trouble for us farmers. It's gittin' too darned plutocratic anyway. Fust thing you know the Guv'ment will be wantin' us to wear cyarpet slippers an' smoke seegyars, an' then what in thunder's goin' to become of the farm work? We'll all be gettin' like them lazy town folks an' won't stir out of the house to do a chore till we get our mornin' paper to read. An' do you think I'm goin' to drop my letters in a box out here for any one to come along an' get? How'm I goin' to know they'll ever git to the post-office, or that some'n won't come along an' take the stamps off'n 'em? No, siree, Harry, the old way's good enough for me, as long as I'm a plain farmer.

His sentiments, however, are not shared by the rest of the community.

KENTUCKY.

Todd County, Ky., having been chosen for the experimental rural free-delivery station in that State, some difficulty was experienced in arranging a suitable district, for the reason that the county is not divided into townships, has no county map, and no turnpikes. An area of 6 miles square, adjacent to the post-office of Allensville, was laid out, and free delivery by means of three carriers, riding each 15 miles a day, was started January 11, 1897.

LOUISIANA.

Experimental rural free delivery was inaugurated November 1, 1896, in the sugar belt of Louisiana, at Thibodeaux, in the parish (or county) of Lafourche. The outlay involved in the experiment was $600 per annum, for the pay of two carriers, which expenditure, the officers who installed the service pointed out, could be immediately offset by the discontinuance of two fourth-class post-offices and a star route lying in the direct line of the free delivery, and which received from the Government a total compensation of exactly the same amount as the free delivery would cost if made permanent. The conditions in this Louisiana district are favorable to the continuance of the service. The delivery districts extend over the northwestern part of the parish, between the town of Thibodeaux and the dividing line of Assumption Parish, along each bank of Bayou Lafourche, which is a navigable stream. Sugar plantations, refineries, sugar houses, the residences of planters and their employees, and plantation stores line each bank of the bayou, which thus practically forms a street 7 miles long. And inasmuch as the prevailing custom of the planters and others living far back in the interior is to have their mail addressed to the care of some friend living on the bayou front, it can be readily seen that the Lafourche country presents facilities for a successful and self-supporting administration of the rural free-delivery system.

INDIANA.

Some preliminary difficulties were encountered in the establishment of rural free delivery in Indiana, which are explained by a statement that those into whose hands the service at first fell "did not appreciate the importance of thorough work in order that the merits of rural free delivery might be fully determined."

After suitable changes had been made, so as to insure loyal and effective cooperation on the part of all concerned, the service became appreciated at its proper value. Two deliveries were established in Bartholomew County, starting from Hope and Hartsville, respectively. The two carriers appointed, each using a horse and buggy for his purposes, are engaged about six hours daily in covering each route. This in moderately fair weather. In wet weather, and on days when the amount of delivery is increased by the issues of the weekly newspapers, longer time is consumed. The rural mail carriers' routes in these districts unavoidably conflict with the deliveries of two or more fourth-class post-offices, and some embarrassment has been experienced on this account. This in part explains the fact that the pro rata cost of the service in Indiana is so high. With a concentration of the service such as would result from the discontinuance of offices which would become unnecessary were the rural free delivery made permanent, more satisfactory pecuniary results would be obtainable.

IOWA.

A preliminary free-delivery route was started in Iowa November 16, 1896, from Morning Sun, in Louisa County, northwest Iowa. Morning Sun is a village of about 1,000 inhabitants, surrounded by an average thrifty farming community. The territory served extends 5 miles north, 3½ miles east and south, and 4 miles west, over roads which are exceedingly heavy in wet weather. Four carriers are employed, each traveling an average of 23 miles a day, occupying from five to six hours. The entire territory covered is about 20 square miles. A number of the farmhouses in this part of the State are from a quarter to half a mile from the public highway. In order to make the experiment a success, it was therefore necessary to enlist the active aid of the farmers in erecting boxes by the roadside. This they have done, and express themselves much gratified with the service.

An additional rural route was established at New Providence, Hardin County, in the central portion of the State, September, 1897.

KANSAS.

The rural free-delivery experiment in Kansas has been confined to Wyandotte County, a somewhat rough and broken section of country lying along the banks of the Missouri River and bounded on the south by the Kansas River. The eastern part of the township is described, with some hyperbole, as being "so hilly that an ordinary 40-acre farm presents a cultivable area of 160 acres, because all sides of it are in the air." To the north, rolling prairies render travel less difficult. Service was commenced in this district October 6, 1896. The territory embraced in the experiment contains about 36 square miles, and is covered by three carriers, each of whom rides about 27 miles daily.

Bonner Springs post-office, Delaware Township, is the distributing

trious, intelligent population, almost exclusively farmers and fruit growers, who send and receive large quantities of mail. Greenfield is the county seat, and it has hitherto supplied the residents with their mail for a radius of 7 miles, most of them having boxes at the post-office and sending or calling for their letters. In the summer there is quite an appreciable increase in the population from transient boarders. A free-delivery route has been established, commencing about half a mile from the limits of the local delivery and taking in nearly all the rural residents north of Greenfield to within a short distance of another rural delivery which is supplied from the Bernardston post-office, an area of 16 square miles, involving about 20 miles of travel. The second route starts from Bernardston and runs directly north to the Vermont line, supplying the residences over 17 miles of road. The residents of this section, about 400 in number, have hitherto been dependent upon friends and neighbors visiting Bernardston to bring them their mail. Others in this immediate neighborhood have for some time operated a delivery service of their own. Taking advantage of the fact that a mail messenger passes daily from Bardswell Ferry to Shelburne and East Shelburne, 48 families living on the line of his route have put up mail boxes on their houses and pay the messenger $2 a year for each family to collect and deliver their letters, etc., thus indicating how much of a necessity rural delivery is felt to be by this intelligent community.

A third experimental rural delivery has been established in the town of Deerfield. It starts from the South Deerfield post-office and delivers to the scattered residences on the east side of the mountain to within a short distance of the East Deerfield post-office, and, returning, delivers on the west side of the mountain, thus taking in nearly all the rural homes. The fourth delivery starts from the Orange post-office and covers nearly all the farmers on the route, 18 miles in extent.

MICHIGAN.

Rural free delivery was started at Climax, Kalamazoo County, Mich., December, 1896. Two routes were laid out, one extending south and east from Climax, the other north and west; each traversing a well-settled farming country. The south route measures about 22 miles and runs through a level country, where the roads are generally good, except in the spring. The north route measures about 18 miles, has several heavy hills, and the cross roads fill with snow in the winter.

The reports indicate a deep interest in the service on the part of the farmers, a steady increase in the number of pieces of mail handled, and good service rendered.

MINNESOTA.

Four carriers, driving 24 miles a day each, serve a territory of nearly 48 square miles in Dakota County, Minn., starting their experimental free delivery from the post-office at Farmington. This is a village of about 700 people, surrounded by a rich farming country. The roads are quite regular and good, even in bad weather, except in the northern part of the county. The number of pieces of mail collected and delivered has been quite large, and the service is stated to have given extreme satisfaction.

MISSOURI.

In October, 1896, three free-delivery mail-carrier routes were established from Cairo post-office, Randolph County, Mo. Cairo is a village of 200 inhabitants, and the township over which the experiment has

been tried, and of which Cairo is the only post office, covers an area of 36 square miles and has a population of about 120 families. The carriers ride over about 28 miles of ground daily. Before the service was established quite a number of the residents of Cairo Township received their mail at Moberly post-office, but on the prospect of obtaining free delivery they all changed their addresses to Cairo. Some difficulties and discouragements, incidental to the initiation of a new service, were encountered at first, but were overcome as the experiment progressed. The service is now highly appreciated and successful.

NEBRASKA.

Nemaha Township, Johnson County, Nebr., in which rural free delivery was inaugurated on the 7th of November, 1896, is one of the most populous rural districts of that great agricultural State. Each of the four carriers, who, starting from Tecumseh post-office, make their daily trips of 20 miles or more, supplies about 60 families. The territory embraced in the delivery contains 32 square miles. Only favorable reports are received of the service and of the cooperation of the farmers in making it a success.

NEW YORK.

In regard to the service established in Elba, Genesee County, N. Y., the officer who designated the routes and put the service in operation reports:

In making the test of the free-delivery service, I have selected a town in which the conditions are such as are ordinarily to be found in the average farming community of New York State. It has been my aim to determine whether there was a demand for free delivery by rural inhabitants, whether rural free delivery was feasible, and what would be the probable expense in the State if it were established.

The inhabitants of the town of Elba are engaged almost exclusively in the pursuits of agriculture. The majority of the people own the farms upon which they live, are well to do, and intelligent. The service was established on October 15, 1896, and is now working satisfactorily. It is highly appreciated by all, and more especially by those residing at a distance from the post-office, who have heretofore received their mail at irregular intervals.

Owing to the free delivery a large number have subscribed for daily papers. Others, who reside in adjacent towns, but whose homes are situated on the highways which form the boundaries of the town of Elba, are now having their mail directed to the offices within the limits of the free delivery in order that they may share its benefits.

The physical conditions of the territory selected for the test in this State are very favorable, the surface being comparatively level. The town of Elba is 6 miles square, and contains about 80 miles of highways, the greater portion turnpiked. With the exception of a few weeks in winter and early spring, when many of the crossroads are usually impassable, the residents can be reached and their mail delivered. The town is covered by three carriers, who make one delivery and one collection daily. To do this each carrier is required to travel about 25 miles.

It is my opinion that, with the possible exception of portions of a few counties where the topographical conditions, coupled with the sparsity of population, are such as not to warrant the expense necessarily incidental to its establishment, rural free delivery is entirely feasible in this State.

The total cost of free delivery in the town of Elba is $900 per annum, three carriers being employed at an annual compensation of $300 each. Out of a total of 942 towns in the State, rural free delivery could be successfully established in at least 850. The remaining 92 towns are located principally in the Adirondacks and the Catskill Mountains, where, owing to limited facilities for transportation and the sparsity of settlement outside the villages, free delivery would be impracticable.

Genesee County embraces 13 towns and contains 39 post-offices. Eighteen of these offices might be discontinued without the slightest detriment to the service if free rural delivery were established. The total cancellations of these offices (which

form the basis of compensation) in 1896 amounted to $2,210. Were these offices discontinued, a portion of these cancellations would go to Presidential offices and be a clear gain to the Department. The balance would go to offices of the fourth class, where the salaries of postmasters are determined by the amounts canceled. I am satisfied, from a close study of this matter, that 75 per cent, or $1,657, of these cancellations would be saved to the Government.

With the doing away of these eighteen offices seven star routes in this county might also be dispensed with, at an annual saving of $963, making a total net saving of $2,620.

If the same plan were applied to the 850 rural districts in the State where rural free-delivery service is deemed practicable, the net results would be:

Gross estimated cost of free rural delivery for 850 towns		$765,000.00
Less saving in cancellations	$108,375.00	
Less saving in star routes	62,993.50	
Total saved		171,368.50
Leaving the estimated cost of rural free delivery for the entire State		593,631.50

In an additional report of the results of rural free delivery in Genesee County it is stated that one carrier delivers nearly 150 daily newspapers where previously scarcely any daily newspapers were received.

NORTH CAROLINA.

The test of free rural delivery in North Carolina was commenced October, 1896, in the face of many obstacles. All the physical conditions were favorable, but the experiment was at first handicapped by what appeared to be a deliberate effort on the part of local officials to make it a failure. A change in the office of postmaster became necessary before any satisfactory results could be achieved.

China Grove, in the center of China Grove Township, Rowan County, was selected as the most suitable testing ground. The main line of the Southern Railway passes the town, delivering mails at an hour which renders possible the dispatching of carriers in the forenoon. Two carriers have been appointed, each traveling over 24 miles of rough clay roads daily, visiting nearly 40 boxes each, and delivering and collecting mail from some portion of between five and six hundred people. The district is not thickly settled and the community is not excessively addicted to letter writing. Nevertheless, after the service had been reorganized in November, 1896, the number of pieces of mail matter handled perceptibly increased, and the friendly interest of the people in the service became manifest.

OHIO.

Milford Township, in the northern part of Butler County, 4½ miles from Hamilton, the county seat, was chosen as the field for experimental rural delivery in Ohio. It has a population of 1,800, of whom 1,150 fall within the free-delivery jurisdiction. There are three post offices in the township—Collinsville, with a population of 150; Somerville, with a population of 400, and Darrtown, with a population of 100. Collinsville and Somerville are on the Richmond branch of the Pennsylvania Railroad; Darrtown is on a star route. From these three points a carrier service has been established, the district assigned to each carrier comprising about 12 square miles, the dividing lines running from east to west. All reports received indicate that the service is properly performed and that its benefits are highly valued.

PENNSYLVANIA.

The counties of Lancaster and Westmoreland were selected for rural free delivery in Pennsylvania. Widely different conditions prevail in the two counties. The routes in Lancaster County run through a rich farming country, with an intelligent population, largely of German descent, and with good roads. In Westmoreland County the conditions are hard; the rural population is scattered, the country is very rough, and the roads are bad.

The two routes started in Lancaster County begin at Lancaster City and include the territory embraced within the service of six minor post towns. Lancaster County is rich in post-offices, there being nearly 150 fourth-class offices within its limits, a large proportion of which, together with several star routes, might be dispensed with if free delivery in a permanent form were extended over the whole county. The area covered by the present routes is about 30 square miles, with from 16 to 20 miles of daily travel for each carrier. One route extends from Lancaster to Kready, Mountville, Windom, and back to Lancaster; the other to Bausman, Millersville, Letort, and back to Lancaster. The service was popular from the start and soon resulted in a large increase in the number of letters and newspapers carried.

Two starting points were established in Westmoreland County, one at Ruffsdale, the other at New Stanton. The Ruffsdale carrier includes within his delivery the offices at Mendon, Walts Mill, and Hunkers. The New Stanton carrier's route takes in the offices of Cribbs, Target, Darragh, and Madison. Within a very short time after the establishment of the service the number of pieces of mail carried doubled.

TENNESSEE.

The test of rural free delivery is located at Atoka, Tipton County, in the southwestern part of Tennessee, in what is known as the cotton belt. The service is in good condition, and the patrons are well pleased with it. The population is largely composed of negroes, and the amount of mail handled is not large, but has increased to some extent since the service was established. The carriers' routes have been recently extended 4 miles, thus adding several families to the list of patrons. The same sentiment prevails in this territory as elsewhere among the patrons, namely, that they would willingly submit to an increase of postage rates if that would assure them a continuance of the service.

VERMONT.

Free rural delivery was established in Vermont December, 1896, under rather novel conditions, in the township of Grand Isle, embracing a good share of one of the large islands of Lake Champlain. It has a population of about 800, covers an area of about 25 square miles, and is noted for the abundance of its agricultural products. Two carrier routes take in the entire township and render possible the discontinuance of the post-offices at Adams and Pearl and the star-route service between Adams and Grand Isle, thus materially lessening the cost of the delivery. The service appears to give great satisfaction to the community served, but has elicited some protests against the abolition of the unnecessary post-offices and star route.

VIRGINIA.

The two routes starting from Palmyra, Fluvanna County, Va., do not transact as much business as other free rural deliveries. The country is thinly settled; many of the residents are colored people, not much given to either reading or writing, and the roads are scarce and bad. In covering their routes the carriers have to take their horses through fields and over farms. But the people, those at least who take advantage of the service, are grateful for it and desire its continuance.

WASHINGTON.

North Yakima, Wash., where one of the latest experimental services was established April, 1897, is a town of comparatively recent growth, which owes its origin to the development of the irrigation system in that State. The vicinity consists of clusters of settlements, the land being divided into small holdings of from 10 to 40 acres, and being devoted to the culture of fruit and hops. There are two routes in operation, each about 25 miles long, covering an area of about 10 square miles and serving about 800 people.

A report received as to the service in this district gives a somewhat picturesque idea of the rural service generally. It says, in substance:

> Nearly everybody within the district has his mail delivered. Some receptacle is fastened in a convenient place so that the carriers can drop their mail without getting out of their carts. Whenever a farmer has mail in his box which he wishes collected he displays a small white flag. This enables the carrier to drive on without stopping when there is no mail to leave or take, and as each carrier has with him a field glass he is thus often enabled to save himself a trip of a quarter of a mile up a lane and back. The "boxes" are of sundry shapes, sizes, and colors. One man has a lard pail hung out on a fence post; three or four have nailed up empty coal oil cans, and a few have utilized sirup cans. These make very secure receptacles when placed on the side with the upper half of one end cut out. Old apple boxes, soap boxes, cigar boxes, and in one instance a wagon box, adorn the entrance to farms all over the valley. One man has put up a small English tin traveling trunk. Some of the specially constructed boxes have glass fronts and a locked compartment for letters, and many of them are neatly painted, and have the names of the persons for whom they are intended displayed upon them.

Notwithstanding the fact that the community of North Yakima has suffered severely from hard times during the last two years, and that it has not hitherto been in the habit of sending or receiving much mail matter, the service there is recognized as a growing necessity.

WISCONSIN.

Sun Prairie, Dane County, Wis., has four rural carriers delivering mail over 56 square miles of territory—an area about equal to two ordinary townships—well settled and devoted to farming. Each carrier rides from 23 to 30 miles daily. The roads are regular, but heavy in winter. After testing the experiment a month, the farmers served announced themselves so satisfied with the facilities afforded that they would arrange to carry on a similar service for themselves, should the Department find it necessary to discontinue it. One post office and one star route could be dispensed with should the free delivery be made permanent.

WEST VIRGINIA.

Three rural delivery districts have been in operation in West Virginia since October, 1896, branching out from Charlestown, Uvilla, and Halltown, and extending over a section of agricultural country lying

between the Blue Ridge and Alleghany mountains. Three carriers go out from Charleston; one each from the other stations. All of them have to cross farms in their routes, but meet with every facility from the community served. The service is regarded with much favor.

DIVISION OF POST-OFFICE SUPPLIES.

The duties assigned to this division are, in the main, as follows: To prepare specifications and advertisements for contracts for supplies, and, when contracts have been ordered by the Postmaster-General, to prepare them for execution; to order and receive from contractors the articles, except blanks, required to be furnished to post-offices and the Department, and to inspect the same upon their receipt; also, to purchase in open market any articles required, when the exigency of the service so demands; to prepare and record all requisitions upon the Public Printer for blanks and books required in the postal service, and to inspect such blanks and books upon their receipt; to examine all requisitions of postmasters and departmental officers for supplies, and make proper allowances thereon, and to issue, pack, and transmit the same; to keep book accounts with the several contractors, postmasters, and others, and to keep record of all expenditures under the several appropriations allotted to this division.

The following tabular statements show in detail the work done, the amounts expended under the several appropriations by this division during the fiscal year, and the estimates of appropriations for the fiscal year ending June 30, 1898:

TABLE I.—*Statement showing the number of requisitions filled and filed for the various classes of articles furnished.*

	Six months ended—		Total, fiscal year ended June 30, 1897.
	Dec. 31, 1896.	June 30, 1897.	
Wrapping paper and twine	19,060	19,770	38,830
Scales	2,101	3,053	5,154
Blanks and books	110,111	173,956	284,067
Stamps, canceling ink, stamping pads, and steel type	10,512	31,642	42,154
Stationery	1,994	2,053	4,047
Total	143,778	230,474	374,252

TABLE II.—*Statement showing the number of packages, sacks, and cases, both ordinary and registered, sent out.*

	Six months ended—		Total, fiscal year ended June 30, 1897.
	Dec. 31, 1896.	June 30, 1897.	
From stationery room:			
Packages	1,144	1,465	2,609
Sacks	690	716	1,406
Cases	2,882	2,364	5,246
From blank room:			
Packages	129,325	151,682	281,005
Sacks	4,598	4,872	9,470
From paper and twine room:			
Burlaps of twine	2,496	2,624	5,120
Sacks of twine	12,974	13,115	26,089
Sacks of paper	8,044	9,013	17,057
Sacks of blanks	1,564	1,400	2,964
Cases (scales)	2,482	3,228	5,710
Packages, registered	937	1,369	2,306

TABLE III.—*Statement showing quantity of principal articles furnished.*

	Six months ended—		Total, fiscal year ended June 30, 1897.
	Dec. 31, 1896.	June 30, 1897.	
Blanks	33,788,516	57,687,059	91,475,575
Facing slips	204,173,520	339,206,600	543,380,120
Books	143,395	138,416	281,811
Letter heads and follow sheets	1,543,200	1,636,800	3,180,000
Marking, rating, and canceling stamps	6,072	22,467	28,539
Jute twine.....pounds..	664,142	670,720	1,334,862
Cotton twine.....do....	497	310	807
Hemp twine.....do....	2,726	3,014	5,740
Flax twine.....do....	1,864	1,656	3,520
Letter balances and scales	2,482	3,328	5,810
Wrapping paper.....reams..	17,431	23,442	40,873
Canceling ink.....pounds..	12,812	16,372	29,184
Inking pads	12,701	19,070	31,771
Envelopes	254,750	1,088,350	1,343,100
Card blotters.....sheets..	114,415	151,051	265,466
Cardboard.....do....	10,377	26,527	36,904
Scratch blocks	24,386	34,764	59,150
Examination cards	472,000	652,000	1,124,000
Rubber bands.....pounds..	5,390	6,515	11,905
Rubber bands.....gross..	1,984	2,248	4,232
Rubber erasers	3,580	4,606	8,186
Pens.....gross..	5,916	7,789	13,705
Penholders	56,825	68,874	125,699
Lead pencils	107,003	142,564	249,569
Writing ink.....bottles..	14,079	6,546	20,625
Mucilage.....do....	7,550	3,928	11,478
Mucilage and inkstands	6,050	5,953	12,003
Sponge cups and paper weights	2,508	2,437	4,945
Steel erasers and envelope knives	3,614	4,315	7,929
Shears	1,417	1,605	3,022
Rulers and folders	1,013	1,002	2,015
Carbon and semicarbon paper sheets	66,903	105,665	172,568
Rubber stamps	3,149	4,128	7,377
Rubber stamping pads	2,362	2,915	5,277
Press copy books	831	1,177	2,008
Copying and blotting pads	1,966	2,574	4,540
Thumb tacks	13,104	24,036	37,140
Pen racks, clip and letter files	1,760	1,583	3,343
Sealing wax.....pounds..	4,370	7,051	11,421
Paper fasteners	91,100	114,500	205,600
Pins.....pyramids..	2,503	2,881	5,384
Pins.....pounds..	495	518	1,013
Sponge.....do....	153	177	330
Besides the above there have been received and disposed of during the same period the following:			
Packages from the Government Printing Office	38,928	45,882	83,810

TABLE IV.—*Statement showing the more important items of clerical labor performed.*

	Six months ended—		Total, fiscal year ended June 30, 1897.
	Dec. 31, 1896.	June 30, 1897.	
Entries:			
Wrapping paper and twine	19,060	19,770	38,830
Stamps	5,040	22,439	28,479
Scales	2,191	3,053	5,244
Ink and pads	14,553	27,213	41,766
Ledgers	1,994	2,053	4,047
Itemized accounts	8,973	9,238	17,211
Public Printer's accounts	8,250	10,205	18,455
Itemized:			
Accounts for first and second class offices	941	.....	941
Inspectors' reports	237	358	595
Orders on contractors	346	442	788
Labels and tags written	178,692	241,350	420,042
Circular letters sent	1,868	1,462	3,330
Letters written	2,857	3,108	5,965
Receipts written	6,046	5,725	11,771
Memorandum bills filed	558	956	1,514
Duplicate bills passed	279	478	757
Advance exigency allowances to postmasters	381	701	1,082
Books of record and press copy books	54	.....	54

TABLE V.—*Statement showing appropriations, expenditures, and balance unexpended for the fiscal year ended June 30, 1897.*

	Appropriations.	Expenditures.	Balance unexpended June 30, 1897.
Stationery, Post-Office Department	$8,000	$7,003.71	$996.29
Stationery in post-offices	50,000	49,996.32	3.68
Marking and rating stamps, etc	30,000	29,994.47	5.53
Letter balances and scales	10,000	6,607.65	3,392.35
Wrapping paper	50,000	49,940.00	60.00
Wrapping twine	80,000	79,998.86	1.14
Packing boxes, sawdust, paste, etc	1,500	753.05	746.95
Printing facing slips	15,000	14,765.63	234.37
Printing and binding	195,000	176,682.86	18,317.14

STATIONERY, POST-OFFICE DEPARTMENT.

For stationery and free penalty envelopes $8,000 was appropriated. The amount expended was $7,003.71, leaving a balance of $996.29. The amount appropriated for the present fiscal year is $7,500, and it is estimated that $7,000 will be sufficient for the next fiscal year. I therefore recommend an appropriation of that amount.

LETTER BALANCES AND SCALES.

Table V shows that out of an appropriation of $10,000 there was expended the sum of $6,607.65, leaving a balance of $3,392.35. I have continued the system inaugurated of requiring postmasters, when making requisitions for new scales, to return the old or broken ones for repair and reissue. This has resulted each year in a saving, and enables me to reduce the estimate for the scales appropriation for fiscal year ending June 30, 1899. The number of scales repaired and reissued during the past fiscal year was as follows: Eight-ounce, 1,134; 4-pound, 15; the value of which, as per contract price, shows an actual saving of $1,495.05. There are a number of old and broken scales now on hand in the supply division which during the present fiscal year will be repaired. I therefore recommend that $7,500 be appropriated for fiscal year ending June 30, 1899.

WRAPPING PAPER.

The appropriation for wrapping paper was $50,000, of which $49,940 was expended, leaving a balance of $60. The quantity of paper required for the year was 40,873 reams.

The Department has for the past two years succeeded in making contracts for this paper at reduced prices, and should so continue for the next fiscal year. For that reason I believe the present amount of the appropriation can be reduced. I therefore recommend that $45,000 be appropriated for fiscal year ending June 30, 1899.

TWINE.

From the $80,000 appropriated for twine there was expended the sum of $79,998.86 (see Table V), leaving a balance of $1.14.

I have required of postal employees a more economical use of twine, and have been more prudent in its issuance; but owing to an increased and what seems to be a justified demand for this article it is deemed advisable to ask for the next fiscal year an increased amount. The

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D BACK STAMPING.

DEPARTMENT,
on, D. C., May 14, 1897.
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STATIONERY IN POST-OFFICES.

The amount of the appropriation for stationery in post-offices was $50,000, of which was expended $49,996.32, leaving an unexpended balance of $3.68. In addition to the first and second class offices, stationery is supplied to the eleven division superintendents of the Railway Mail Service, the twelve post-office inspectors in charge, and the stamp and postal-card agencies. The number of offices to be supplied increases yearly, and necessarily the demands upon the appropriation increase accordingly. In view of these circumstances, it is not deemed advisable to decrease the amount of this appropriation. I estimate that the sum of $55,000, the amount appropriated for the present fiscal year, will be required for the fiscal year ending June 30, 1899.

STAMPS, INK, AND PADS.

The appropriation for stamps, inks, and pads was $30,000. There was expended the sum of $29,994.47, leaving a balance of $5.53.

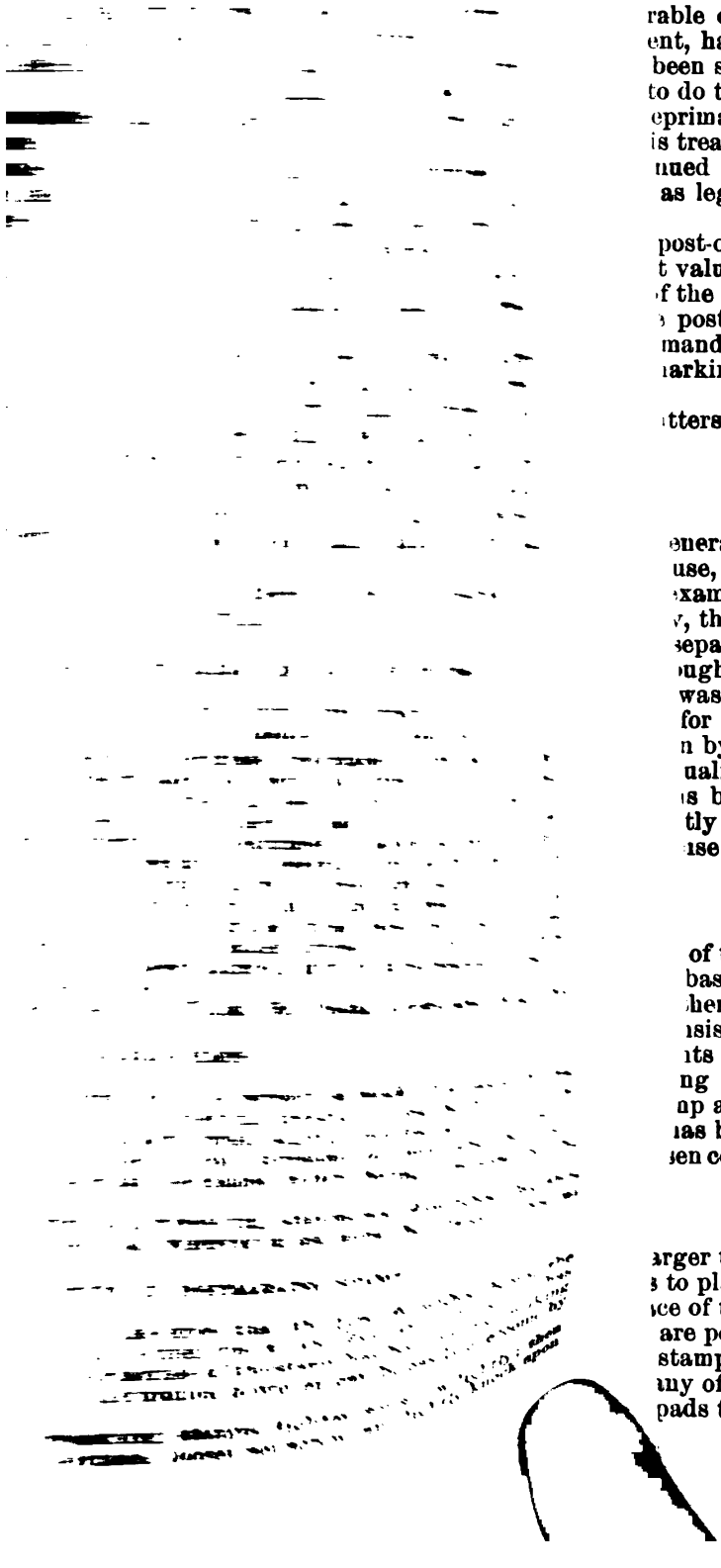
POSTMARKING.

Soon after assuming the duties of my office, my attention was called to the unsatisfactory result of postmarking and backstamping in the various offices throughout the country. Legible postmarking is of the greatest importance to the public as evidence before the courts, in business transactions conducted through the mails, and in fixing the responsibility where mail has been improperly handled by postal officials. An investigation was ordered, and it developed such a reprehensible condition of affairs that I feel warranted in reviewing the subject at some length.

For years the attention of postmasters has been frequently called to the importance of legible postmarking, through publications in the official Postal Guide. Such treatment having clearly failed to accomplish the desired result, it became necessary to adopt a more practical method. Cards calling for specific information in relation to postmarking outfits, together with the impressions of postmarking and receiving stamps, were sent to the various third and fourth class offices. These were filled by postmasters and returned. A preliminary examination of these reports showed such a large number of offices to have worn-out or incomplete stamping outfits that little could be done to improve the postmarking until the necessary articles were supplied. I therefore established a temporary division, consisting of clerks from this Department and a special detail of five railway postal clerks, who were specially familiar with postmarking stamps. This division began about April 15 to review the reports and send out the supplies which appeared to be required.

The following summary shows the condition of the service as developed by the reports examined:

	Number.
Card reports received	69,500
Offices requiring new sets (boxes) of type	607
Offices requiring single type	19,273
Offices requiring canceling ink	3,150
Offices requiring inking pads	4,067
Offices requiring postmarking and receiving stamps	21,190
Offices with postmark illegible	14,996
Offices with postmark legible, but poor	19,307
Offices with postmark legible, but outfit incomplete	9,924
Offices with postmark legible and outfit complete	24,730
Offices giving impression of rubber stamps on reports	533



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HOW TO USE POSTMARKING STAMP.

When postmarking, place letter on rubber pad, blotting paper pad, or some elastic surface. A good impression can not be obtained when letters are postmarked upon an unelastic surface, and the stamp and type soon become battered, worn, and unfit for use. The stamp should be held firmly in the hand and struck upon the letter with a light, sharp blow, care being taken not to let the stamp fall upon the impression made at another post-office, or upon any portion of the address.

IMPRESSION OF POSTMARKING STAMP MUST BE KEPT.

The figures of the stamp must be carefully adjusted at the beginning of each day, and then a clear impression must be made in a book specially kept for the purpose, so as to afford evidence of the daily discharge of this important duty. Such a book is provided for first and second-class offices and the larger third-class offices. The smaller third-class offices and all offices of the fourth-class must supply this record book for themselves; but they are authorized to use blank facing slips furnished by the Department to make records for that purpose.

If the stamp is fitted with letters and figures indicating the hour at which any letter arrives or is dispatched, care must be taken to change them punctually at the appointed periods. If this duty be neglected, the postmaster is liable to be charged with a delay which, in fact, has not occurred at his office. An impression must be made in the book provided of every change made throughout the day, and each impression should be taken immediately after change is made either in the date or hour. This book or record must be kept two years after the last impression of the stamp is made in it, after which period it may be sold as waste paper.

CANCELING INK AND INK PADS.

The ink furnished to postmasters by this Department must be used with the regulation postmarking and receiving stamps. The use of other ink for this purpose is positively prohibited.

Should the canceling ink furnished become thick, thin it out with coal oil, or paraffin oil, preferably the latter, using about 1 ounce to the pound. Put pads when not in use in the box made for them, where dust and dirt can not get on same; pads when not in use should be laid face down; wash off surface of pads at least once a month with alcohol, ether, benzine, or coal oil, using just enough of either of these liquids to clean the surface of pads without saturating the felt; apply with cloth or stiff brush; do not use more ink than is necessary to make a legible postmark; the ink will not work well when more of it is put on the pad than the felt of the pad will absorb. When fresh ink is applied it should be well rubbed in with a woolen cloth or pad, and if any of the ink has not been taken up by the felt it should be thoroughly scraped off before using the pad. Observe instruction on label of can; always keep cans well corked, and shake before using contents.

GENERAL INSTRUCTIONS.

This Department is determined to secure a radical reform in the method of postmarking, and post-office inspectors will be required to give special attention to the matter when they visit post-offices, and to report fully any failure of duty on the part of postmasters in this respect. All postmasters will be expected to get their postmarking outfits in perfect order at once, and if for any reason they are unable to get perfect impressions of their stamps after observing the foregoing instructions, they should communicate with this office (the division of post-office supplies), furnishing impressions of their stamps with a specific statement of their difficulties in the matter.

PERRY S. HEATH,
First Assistant Postmaster-General.

REPRIMANDING NEGLIGENT OFFICIALS.

A copy of this circular with a reprimand was sent to each office where the card report failed to show legible impressions of postmarking or receiving stamps. This has resulted in a marked improvement in the service.

already accomplished I feel warranted in recommending a reduction of $3,000 in the appropriation for stamps, ink, and pads for the fiscal year ending June 30, 1899, as compared with the appropriation for the current year, which is $30,000.

DEFICIENCY FOR CURRENT YEAR.

The work of overhauling postmarking outfits has for the present greatly increased the expenditures for stamps, ink, and pads. In order to meet the requirements of recent instructions, postmasters are forced to order from the Department the articles required to properly equip their offices for the work; and as this has been neglected for years, a heavy demand is the result, necessitating the expenditure of over half the appropriation for these items during the first three months of the present fiscal year.

I estimate that an additional appropriation of $15,000 will be required to meet these demands during the present fiscal year, and recommend that Congress be asked to make a deficiency appropriation of that amount which shall be immediately available.

The Department can not continue to insist upon perfect postmarking if it is unable to supply the reasonable demands of postmasters for the materials necessarily used in doing the work, and to relax the efforts now being made in this direction would result in losing to a large extent the advantage already secured at considerable labor and expense.

CHANGES IN METHOD OF BUSINESS.

Certain changes in the method of doing business in this division have recently been made, which I think deserve attention. Heretofore no balance sheet has been kept. As a result, some of the stock ran very low before the fact was discovered, when it was too late to get additional supplies from the contractor before the item was exhausted. To remedy this defect I have had an inventory made of the entire stock on hand and now keep weekly balance sheets. I also discovered that the work of the division was not distributed among the clerks to the best advantage. A rearrangement of the duties of the clerks has been made, giving better satisfaction. The record books of the division were examined by the committee designated for that purpose, and new ones have been adopted, which are easier kept and in every way better suited to the purpose for which they are intended.

Heretofore supplies of blanks to post-offices have been issued for three months only. As these blanks can not be used for other than official business, I failed to see the economy in sending supplies for such a short time. These supplies are now issued for six months, which will reduce by one-half the labor of addressing labels and wrapping and shipping packages, as well as effect a considerable saving in the materials used in wrapping and shipping. Supplies have been issued to first and second class offices for six months. This method entailed a great amount of labor at the first part of January and July. This has been changed, and all first-class offices and the second-class offices of New England and New York now receive their supplies in April and October, and the remainder of the second-class offices in January and July. This makes a better distribution of the work and enables me to utilize the present force to better advantage. Complaint has frequently been made of the character of stationery

furnished for the use of the Department. The contracts entered into for the present fiscal year for these supplies call for a better grade, which I trust will give satisfaction.

RECOMMENDATIONS.

This is in reality one of the most important divisions of the Post-Office Department, although it appears to have been given meager attention in the past. It may properly be compared to a large mercantile house, with over 70,000 patrons, whose daily orders range from 500 to 800, and many of whom are inexperienced in their work. A large percentage of these orders require adjustment before the requisitions can be properly filled. This alone entails much labor. To properly supply such an army of customers with the necessary articles constant care and judgment must be exercised. Hundreds of thousands of orders must be handled in a businesslike manner, if delays and complaints are to be avoided. Their necessities must be supplied, and yet the expenditures must be kept within the appropriations made by Congress.

SHIPMENT OF WRAPPING PAPER AND TWINE.

Under the present system all articles purchased are sent by freight from the contractor to this division, where they are received and inspected and subsequently issued to postmasters upon requisition. Wrapping paper and twine constitute a large part of the bulky material purchased, and are required in large quantities by the important offices.

I recommend that where postmasters are allowed over 500 pounds of either wrapping paper or twine they be shipped direct from the contractor's place of business to the postmasters. An inspection committee could be appointed, consisting of one or two men from this Department, in connection with the postmaster at the contractor's place of business, who could inspect the articles at the factories. The postmaster of the committee could look after the shipment and forward bills of lading to the Department. It is estimated that about 600 tons of wrapping paper and twine can in this way be annually sent to about twenty of the larger offices, which would reduce by about one-third the total tonnage of supplies to be handled in this division and effect a large economy in transportation and packing.

LETTER HEADS FOR POST-OFFICES.

Printed letter-head paper is supplied to first and second class offices. The names of the offices are not printed upon the paper where the salaries of postmasters are less than $2,500, and thus the paper and style of printing for each of them is identical; but with the larger offices, postmasters have adopted various designs in the type and color of ink used, which precludes uniformity and adds considerably to the expense of printing. This should be discontinued, and letter heads printed in uniform color and style should be furnished to all of the latter class of offices.

No stationery is furnished third and fourth class offices, though there is a general demand from them. They could be supplied with necessary letter heads for official use at a comparatively small cost. These offices should be entitled to stationery; and the dignity of the service would be much improved if they were supplied. Letters are now written to the Department on wrapping paper, Department blanks,

and in fact any kind of paper which postmasters happen to have at hand, and very frequently the name of the office is omitted, causing delays and inconvenience. I trust you will feel justified in approving this recommendation.

ISSUE OF BLANKS.

I invite your attention to the present unsatisfactory method of issuing blanks. The division of post-office supplies issues many blanks which relate to the business of other bureaus of the Department, and the other bureaus supply many other blanks directly to postmasters. This causes delays in many ways. I recommend that all blanks for general use be issued directly from this division. In this connection, I have to state that the present force of laborers is too small, and I renew the recommendation of my predecessor for an increase of two additional laborers to be employed in this division.

SCALES.

Section 424 of Postal Laws and Regulations provides that—

Offices whose annual gross receipts are $300 or more are supplied with letter balances of 4 pounds, and offices required to weigh second-class matter with the necessary scales.

Heretofore all offices not meeting the above conditions have been furnished with 8-ounce scales. The difference in the cost of 4-pound scales and 8-ounce scales is very slight, only 9 cents each. All postmasters are required to receive packages for mailing 4 pounds and under in weight, so that there is a general demand from these smaller offices for the 4-pound scales, especially where the offices are not located in stores. In many cases the postmasters have no means for estimating the weight of packages and have to guess at the weight. I recommend that the portion of section 424, Postal Laws and Regulations of 1893, above referred to, be modified, and all fourth-class post-offices hereafter be supplied with 4-pound scales instead of the 8-ounce scales.

PAPER-CUTTING MACHINE.

The present cost of cutting facing slips is about $2,500 per annum, and will increase every year. A machine of sufficient capacity for doing this work with electric-motor power could be purchased for about $1,000. The services of two men to operate it, who would only be engaged in this work part of the time, would be about $1,500, so that the expense of having this work done in this division would be $1,000 less than the present cost after the first year. I therefore recommend the purchase of such an outfit.

BUILDING.

The building occupied by the division of post-office supplies is in my judgment entirely unfitted for the purpose. As originally constructed, it was a large hall and had but one floor. It was lighted from the roof, with the exception of windows in front and rear and some in the side next to an alley. In that condition it was used at various times as a church, gymnasium, skating rink, etc. It has been altered for present use by the construction of two board partitions, a second floor over the greater portion, and a platform in rear.

This building is structurally weak. The wall on the side next to the

alley had to be partially removed and rebuilt a few years ago to prevent collapse. The walls are now cracked. The second floor can not be used for storage, the principal use for which it is needed, on account of weakness. The second floor cuts off the light from the central portion of the ground floor, with the exception of a few windows on one side along the alley, leaving insufficient light for the force which must occupy it and necessitating the constant use of electric lights. The ground-floor space is not sufficient for handling the supplies received and shipped, the mail amounting to a daily average of about 12 tons. The goods received from contractors are necessarily piled or stacked unusually high, making them unsafe and causing unnecessary labor and expense in both receiving and shipping. All freight and mail are received and dispatched from the rear of the building, where the platform is several feet higher than the floor, necessitating the use of an elevator. The one in use is a primitive hand lift, which overstrains the men operating it.

The door and platform space is not sufficient for receiving and shipping goods at the same time, and often causes delay and confusion. These defects in the building cause unnecessary labor and loss to the Government. But, in addition to that, it is so constructed as to make it impossible to keep it properly heated in winter or ventilated in summer. The plumbing has been improved, but is not good. The dust is very great, and injures the blanks and stationery, rendering a large quantity useless every year. It also makes it difficult to keep the building clean, and is a source of constant annoyance. About 18 feet has been cut off from the front of the building by board partitions, making two rooms on each floor. These are occupied by the superintendent of the division and a portion of the clerks, but are so connected with the stock rooms as to be poorly adapted to the purpose.

The nature of the structure and the inflammable character of the stock are such that in case of fire a total destruction of many thousands of dollars' worth of goods and valuable records would be inevitable. The rent of the building is $4,000 per annum, which would be 5 per cent interest upon $80,000 investment. I am confident the Government could construct a building specially adapted to this branch of the service for less than one-half of that amount, and, in view of the contemplated removal of the General Post-Office Department to another location, this appears to be an auspicious season for considering the subject of new qaurters for the supply division.

COMMITTEE TO VISIT POST-OFFICES.

Questions and controversies often arise between postmasters at the larger offices and this division, involving large expenditures, which can not be adjusted to advantage through correspondence. Under such conditions I recommend that provision be made for detailing a representative of this division who is thoroughly familiar with the business to adjust the differences at issue. I am satisfied that if such a course were adopted large economies could be effected, embarrassments avoided, and delays shortened. Post-office inspectors, not being familiar with the special character of the work, are not available for this purpose. I earnestly recommend that this matter receive favorable consideration.

ESTIMATES.

The table following shows the estimated appropriations for the ensuing fiscal year, as compared with those of the present year, which results in a net decrease of $6,500.

TABLE VI.

	1897–98.	1898–99.
For stationery and blank books, including amount necessary for the purchase of free penalty envelopes	$7,500	$7,000
For stationery in post-offices	55,000	55,000
For wrapping twine	85,000	90,000
For wrapping paper	50,000	45,000
For letter balances, scales, and test weights, and repairs to same	10,000	7,500
For postmarking and rating stamps, and repairs to same, and ink and pads for stamping and canceling purposes	30,000	27,000
For packing boxes, sawdust, paste, and hardware	1,500	1,000
For printing facing slips and cutting same, card-slide labels, blanks, and books of an urgent nature for the postal service	20,000	20,000
For printing and binding	195,000	195,000

THE MONEY-ORDER SYSTEM.

The money-order system, in operation for thirty-three years, long since shown to be one of the most beneficent and successful branches of the postal service, continues to hold the favor of the public, and in volume of transactions keeps pace with the service.

OPERATIONS OF THE SYSTEM SINCE ITS ORGANIZATION.

The magnitude of the transactions of the system may be seen in the following table, showing the number of money-order offices in operation and amount of domestic money order transactions for each fiscal year from the commencement of the system until June 30, 1897:

Fiscal year ended—	Number of money-order offices in operation.	Amount of orders issued.	Amount of orders paid and repaid.	Amount of fees and miscellaneous receipts.	Amount of expenses paid from proceeds.	Excess of expenses paid from proceeds over receipts.	Excess of receipts over expenses paid from proceeds.
June 30, 1865	419	$1,360,122.52	$1,313,577.08	$11,536.40	$18,584.37	$7,047.97	.....
June 30, 1866	766	3,977,259.28	3,903,890.22	35,803.06	28,064.27	.....	$7,138.79
June 30, 1867	1,224	9,222,327.72	9,071,240.73	70,889.57	44,628.96	.....	26,260.61
June 30, 1868	1,468	16,197,858.47	16,118,537.03	124,503.19	70,345.04	.....	54,158.15
June 30, 1869	1,466	24,848,058.93	24,654,123.46	176,247.87	110,694.00	.....	65,553.87
June 30, 1870	1,694	34,054,184.71	33,927,924.79	235,557.05	145,382.42	.....	90,174.63
June 30, 1871	2,076	42,164,118.03	42,027,336.31	295,563.38	194,381.60	.....	101,181.78
June 30, 1872	2,452	48,515,532.72	48,419,644.97	350,499.40	244,521.63	.....	105,977.77
June 30, 1873	2,775	57,516,216.69	57,295,012.27	354,816.66	286,232.66	.....	68,584.00
June 30, 1874	3,069	74,424,854.71	74,210,156.25	462,238.54	357,040.42	.....	105,198.12
June 30, 1875	3,404	77,431,251.56	77,361,690.75	494,717.27	374,575.18	.....	120,142.09
June 30, 1876	3,401	77,035,972.78	77,106,338.85	647,021.52	456,250.68	.....	190,770.84
June 30, 1877	3,697	72,820,509.70	72,908,475.25	624,409.66	524,478.47	.....	99,931.19
June 30, 1878	4,143	81,442,364.87	81,279,910.80	716,638.98	513,686.61	.....	202,952.37
June 30, 1879	4,512	88,254,641.02	88,006,200.20	799,347.09	575,386.32	.....	223,960.77
June 30, 1880	4,829	100,352,818.83	100,165,982.78	917,091.58	659,516.50	.....	257,575.08
June 30, 1881	5,163	105,075,769.35	104,924,853.61	967,772.93	715,458.29	.....	252,314.64
June 30, 1882	5,491	113,400,118.21	113,388,301.90	1,054,538.62	774,197.45	.....	280,341.17
June 30, 1883	5,927	117,329,406.31	117,344,281.78	1,102,838.42	791,133.75	.....	311,704.67
June 30, 1884	6,310	122,121,261.98	121,971,083.80	950,479.39	702,803.80	.....	247,875.59
June 30, 1885	7,056	117,858,921.27	117,996,205.06	925,125.03	681,150.06	.....	243,974.97
June 30, 1886	7,357	113,819,521.21	113,885,463.04	922,781.97	689,758.38	.....	233,023.50
June 30, 1887	7,853	117,462,660.89	117,264,026.66	914,076.57	402,458.59	.....	511,617.98
June 30, 1888	8,241	119,649,064.98	119,743,345.25	947,316.56	406,043.79	.....	541,272.77
June 30, 1889	8,727	115,081,845.79	115,281,906.94	933,821.35	399,856.65	.....	533,964.70
June 30, 1890	9,382	114,362,757.12	114,347,631.35	951,293.63	426,919.43	.....	524,374.20
June 30, 1891	10,070	119,122,236.50	118,843,875.71	1,005,298.19	455,626.36	.....	549,671.83
June 30, 1892	12,069	120,066,801.07	120,121,754.19	1,037,027.45	489,526.73	.....	547,500.72
June 30, 1893	18,434	127,576,433.65	127,697,381.70	1,121,207.62	552,256.34	.....	568,951.28
June 30, 1894	19,264	138,793,579.49	138,725,229.29	1,212,338.19	586,747.22	.....	625,590.97
June 30, 1895	19,691	156,709,089.77	156,159,689.26	1,292,331.97	631,299.70	.....	661,032.27
June 30, 1896	a19,825	172,100,649.02	171,475,476.35	1,411,466.85	680,820.21	.....	730,646.64
June 30, 1897	a20,031	174,482,676.94	174,302,783.18	1,458,258.86	668,028.01	.....	790,230.85
Total	.....	2,974,647,886.11	2,971,243,330.81	.....	.....	.....	.....

a Limited money-order offices are not included in this number.

OFFICES IN OPERATION, ESTABLISHED, DISCONTINUED, ETC.

The number of post-offices transacting money-order business at the close of the fiscal year ended June 30, 1897, the number of money-order offices opened, and the number closed during that period are as follows:

Number of domestic money-order offices in operation June 30, 1897	20,031
Number established during the year	298
Number discontinued	92
Net increase	206
Number of international money-order offices in operation June 30, 1897	3,011
Number established during the year	138
Number discontinued	16
Net increase	122
Number of limited money-order offices in operation June 30, 1897[1]	1,051
Number established during the year	119
Number discontinued[2]	45
Net increase	74

DOMESTIC BUSINESS FOR THE YEAR.

The number of domestic money orders issued during the year was 25,169,055, amounting to	$174,482,676.94
The number of such orders paid and repaid was 25,220,625, amounting to	174,302,783.18
Excess of payments and repayments over issues, 51,570 orders.	
Excess in amount of issues over payments and repayments	179,893.76

It is gratifying to observe that while the outstanding orders at the close of the year 1895 amounted to $549,000 and for 1896 to $625,000, the number of such orders being 200,000 and 161,000, respectively, the excess in amount was but $179,000 for the past year, and in number the payments exceeded the issues, due, it is believed, to a more rigorous enforcement of the present policy of the Department to effect payment of orders as soon as possible after issue.

Fees.—The total amount of fees received for the issue of domestic orders was $1,456,440.14, an increase of $46,362.38.

The average fee was 5.79 cents, being .08 cent less than the average fee received in the previous year, which was 5.88 cents.

The average amount of the orders issued was about $6.93, or 25 cents less than the average of the year ended June 30, 1896.

A comparison of the above figures with those of the previous year shows—

(1) An increase of 1,207,002 in the number of orders issued, or 5 per cent.

(2) An increase of 1,419,925 in the number of orders paid and repaid, or 5.10 per cent.

(3) An increase of $2,382,027.92 in the amount of orders issued, or 1.4 per cent.

(4) An increase of $2,827,306.83 in the amount of orders paid and repaid, or 1.65 per cent.

[1] A limited money-order office is an office authorized to issue money orders for sums not exceeding $5 each, but is not an office of payment.

[2] Of this number 23 were made full money-order offices.

INTERNATIONAL BUSINESS FOR THE YEAR.

The number of orders issued in this country during the year for payment in foreign countries was 944,185, amounting to		$13,588,379.33
The number of orders of foreign issue paid in the United States was 358,156, amounting to	$5,815,016.12	
The number of orders repaid was 1,785, amounting to.	23,861.32	
Making the total number of payments and repayments 359,941, amounting to		5,838,877.44
Excess of issues over payments and repayments 584,244 orders, amounting to		7,749,501.89

Fees.—The total amount of fees received for the issue of international orders was $173,379.30, being $3,641.70, or 2.06 per cent less than the amount of fees received during the preceding year.

The average amount of international orders issued was $14.39, an increase of 34 cents.

The average fee received was 18.36 cents, 0.4 cent less than the average fee of the previous year, which was 17.96 cents.

A comparison of the above figures with those of the previous year shows—

(1) A decrease of 41,614 in the number of international orders issued, or 4.22 per cent, and a decrease of $264,236.41 in the amount of international orders issued, or 1.9 per cent.

(2) An increase of 19,793 in the number of international orders paid and repaid, or 5.81 per cent, and an increase of $226,786.64 in the amount of payments and repayments, or 4.04 per cent.

RECAPITULATION.

The aggregate number of domestic and international orders issued during the year was 26,113,240, amounting to $188,071,056.27; an increase over the preceding year in number of 1,165,391, and in amount of $2,117,791.51.

The aggregate number of payments and repayments was 25,580,566, amounting to $180,141,660.62; an increase in number of 1,439,718, and in amount of $3,054,093.47.

TRANSFERS.

If, as is frequently the case, the money-order funds are not sufficient in amount to effect payment of orders presented at an office, the postmaster is required to use all other available public funds in his possession, and to transfer these funds to the money-order account. The process is simply the equivalent of making payments at intervals on account of the postal revenue which would otherwise be deposited at the close of a quarter generally; or, in other words, the money-order branch borrows these sums from the departmental revenues. In like manner the available general funds are at times insufficient to pay postal clerks, etc., and in such event a transfer is made in similar way from money-order to postal account. At the close of each quarter the Auditor computes the aggregate amount of these transfers, and the money-order system refunds the net balance. These transactions during the fiscal year were as follows:

Quarter ending—	Transferred to money-order account.	Transferred to postal account.	Balance due postal account.	Date balance repaid.
September 30, 1896	$318,340.26	$49,493.48	$268,846.78	Jan. 4, 1897
December 31, 1896	373,330.46	9,940.05	363,390.41	Apr. 1, 1897
March 31, 1897	484,809.02	15,548.38	469,260.64	July 2, 1897
June 30, 1897	512,586.62	15,309.51	497,277.11	Oct. 6, 1897
Total	1,689,066.36	90,291.42	1,598,774.94	

RESERVE.

As a general rule the bulk of issues of money orders is at small offices and the payments at large offices. To meet exceptional cases, when the transactions are of a fluctuating character, the Department authorizes a certain fixed sum to be retained at such offices, called a "reserve," whereby the postmaster may be in possession of a sum which will enable him to promptly effect payment of orders drawn upon him, to a reasonable extent in amount. At domestic offices this is termed a "fixed" reserve, the same having reference to the amount of unpaid advices; at international offices it is called an "irrespective" reserve, the unpaid advices not being taken into consideration. The minimum reserve is $25, at small offices; the maximum is $125,000 at New York, while $75,000 is allowed at Chicago, $20,000 at Boston, etc. The amounts are increased or diminished at intervals, as the business may require.

Number of offices at which reserves were authorized on June 30, 1897		4,405
Number of offices at which reserves were granted during the year		407
Amount of reserves granted during the year		$36,440
Amount of irrespective reserves authorized June 30	734,600	
Amount of fixed reserves authorized June 30	138,525	
Total reserves authorized June 30		873,125

At all offices not granted a reserve the postmaster may retain, for two weeks, in anticipation of presentation of corresponding orders, the amounts of the unpaid advices of orders drawn on his office.

PAYMENT OF INVALID DOMESTIC ORDERS.

An invalid order is one which has not been presented for payment within one year from the last day of the month of issue. An act approved January 27, 1894, provides that such domestic orders may be paid by warrants drawn on the Treasurer of the United States against a special appropriation created by the act. The issue of postal notes ceased on June 30, 1894, in obedience to the act above mentioned, which provided, however, for the redemption of all outstanding notes which might be presented for payment after that date. During the year there were referred to the Auditor for the Post-Office Department for approval applications for warrants for the payment of invalid money orders and postal notes, in number and amount as follows:

	Number.	Amount.
Applications for warrants in lieu of invalid domestic money orders	2,049	$27,925.04
Applications for warrants in lieu of invalid postal notes	759	1,034.87
Total	2,808	28,959.91
Of these applications, 62 were returned and canceled, the fact of payment of the originals having been ascertained from the files of the Auditor's Office.		
Applications canceled	62	328.77
Applications certified for payment, amounting to	2,746	28,631.14

The act above cited requires that postmasters shall transmit to the Department all unpaid advices when they become invalid. During the fiscal year such advices were received at this office amounting to $28,867.37. It is the purpose of the Department to require postmasters to effect payment of orders as soon as possible after the correspond-

ing advices are received, and while the amount of such outstanding orders, the accumulation of recent years, is small compared with former years, it is believed that the sum may be greatly reduced by the enforcement of more rigorous requirements for prompt payment, and such steps are being taken.

ERRONEOUS PAYMENT OF MONEY ORDERS.

The Department undertakes an investigation of all cases of complaint touching the alleged improper payment of orders, whatever the circumstances. The general accuracy of payments is verified by the fact that although 25,580,566 were paid and repaid, but 216 complaints were received, involving less than $3,000. These cases were disposed of as follows:

Result of investigation.	Number of cases.	Amount involved.
Recovered from persons not entitled to payment	53	$889.56
Properly paid, no cause for complaint	56	633.50
Charged to paying postmaster	50	535.00
Chargeable to impropriety upon the part of the remitter	2	50.00
Chargeable to impropriety upon the part of the payee	2	17.00
Loss sustained by the Department	3	167.61
Unfinished, in process of adjustment	50	581.14
Total	216	2,873.99

DUPLICATE MONEY ORDERS.

In the event of the loss or destruction of a money order, or when it bears more than one indorsement, a duplicate is issued by this office.

Repayment to the remitters is made by means of duplicates of money orders which were drawn payable to persons conducting schemes adjudged by the Postmaster-General to be fraudulent.

There were issued during the last fiscal year 40,634 duplicates of domestic orders, which was an increase of 4,481, or about 1 to every 619 orders, the ratio of the previous year being 1 to every 662 orders issued.

In lieu of lost international money orders 1,430 duplicates were issued, being 244 more than the number issued in the preceding year.

LOSS OF MONEY-ORDER FUNDS IN TRANSIT AND BY BURGLARY.

The Postmaster-General is empowered by law to allow postmasters credit for the amount of money-order funds lost in transit, by burglary, fire, or other unavoidable casualty. These alleged claims are examined and adjudicated under the supervision of the Assistant Attorney-General for the Post-Office Department, who during the fiscal year allowed and certified such claims to the amount of $12,874.79, a decrease in amount of like allowances for the preceding year of $12,600.38.

SURPLUS FUNDS REMITTED.

It being the general rule that payments are made at large offices and issues at small offices, it is necessary that the latter shall provide the former with funds. The operations of the larger offices are so widely dissimilar, both as to the numbers and the amounts of orders paid, that these funds must necessarily pass to and fro from various offices before

the net surplus shall reach the final depository, the subtreasury at New York. No remittance of less than $50 is required to be made, and a recent careful estimate shows that the amount in transit every day averages about $500,000. An illustration of the method of remitting funds may be cited as follows: Fort Laramie, Wyo., remits to Cheyenne; Cheyenne to Denver; Denver to Chicago; Chicago deposits with the assistant United States treasurer in that city; these funds are transferred to the assistant treasurer at New York. Thus the surplus funds of all offices eventually reach the assistant treasurer at New York. whence they may be withdrawn upon the check of the Postmaster General as the business of the system shall require. In this manner $147,879,391.86 were remitted last year.

REPAYMENT OF INTERNATIONAL ORDERS.

An international order, whether issued in this country for payment abroad or issued in a foreign country for payment in the United States, may not be repaid except upon the authority of this office in the former case, or consent of this Department in the latter instance. Such repayments were authorized during the fiscal year as follows:

Orders issued in the United States for payment in foreign countries, 3,557; orders issued in foreign countries for payment in the United States, 2,488.

DRAFTS ON NEW YORK.

The available funds of certain offices are insufficient to meet the payment of orders. The Department provides funds to meet such a case by placing to the credit of the postmaster, at the New York post-office, a specific sum, the minimum of which is $25, and the maximum ordinarily $10,000. In minor instances single drafts, drawn for fixed sums, are sent from this office; but in most cases the postmaster is provided with a limited number of blank drafts, which he may fill in and negotiate for such amounts as may be necessary, the total, however, not in excess of the credit at New York. This credit is renewed when necessary. These renewals and single drafts will daily average in amount about $55,000.

The number of these drafts paid by the postmaster at New York during the fiscal year was 51,495, amounting to $14,107,339.90.

INCIDENTAL EXPENSES.

The incidental expenses of the system, amounting to $129,318.99 (domestic) and $17,023.47 (international), included expenditures under the following heads:

For blanks, blank books, and printed matter	$83,775.85
For engraved money-order drafts	648.80
For dating stamps, stamp ribbons, etc	830.56
Total	85,255.21
To this are to be added the salaries and expenses of 20 post-office inspectors, paid from the proceeds of money-order business	57,244.14
And also the cost of stationery used in money-order business exclusively and the incidental items of expense of the system	3,843.11
Aggregate incidental expenses	146,342.46

Under the act approved March 3 last, all incidental expenses incurred subsequent to July 1, 1897, will be paid from appropriations made for that purpose, and post-office inspectors will hereafter be paid from the specific appropriation for their services. An order amending section 1240 of the regulations regarding the purchase of stationery, etc., was made by the Department on June 17.

BILLS OF EXCHANGE.

For the orders issued in this country drawn upon foreign countries payment by the United States is made by means of bills of exchange, which are purchased by this system from banks in New York, such exchange being obtained through competition of the banking houses which propose to draw the bills at the lowest figure. The amount of these bills purchased during the past year was $8,019,845.79. From foreign countries similar bills of exchange received amounted to but $229,922.53.

[NOTE.—The Auditor reports purchase of bills to amount of $7,887,334.71. The difference ($132,511.08) is simply technical, growing out of the fact that the one statement represents the actual purchase during the year, while the latter relates to the sums applied in settlement of the accounts for that period, the residue being applied on the business for a subsequent period.]

EXTENSION OF INTERNATIONAL SYSTEM.

A money-order convention with the Kingdom of Greece was signed by the Postmaster-General December 7, 1894, and sent to the Greek post department for signature of the proper official and ratification of the Greek legislative chamber. That department has reported that the convention was duly signed and ratified, but the detailed regulations for carrying it into effect have not been concluded.

Negotiations are pending for an exchange of money orders with Mexico. A draft of a convention for that purpose was transmitted by this Department on June 6, 1896, to the director-general of posts of that country, and the matter remains in abeyance.

A convention for the exchange of this business with the Republic of Chile was signed at Washington August 12 last and awaits the ratification of the proper legislative body of that country.

Negotiations for exchange with Egypt were considered during the early part of the present year, and resulted in a convention executed on June 23 last, the exchange to take effect October 1.

The post department of Russia has signified a desire that similar exchange arrangements be made with that Empire, and the preliminary details regarding this important extension of the system are having attention.

By arrangements with the Netherlands an exchange of orders with the Dutch East Indies commenced September 1, 1896, through the intermediary agency of the Netherlands post department.

DEPOSIT OF REVENUE.

In accordance with the provisions of section 4050 of the Revised Statutes, the total revenue from the domestic and international money-order business, as reported to this office quarterly by the Auditor for the Post-Office Department, is deposited with the assistant treasurer of the United States for the service of the Post-Office Department.

The amounts for the respective quarters of the past fiscal year and the dates on which the deposits were made are shown below:

Revenue for quarter ended—	Amount.	Deposited.
September 30, 1896	$221,477.92	Jan. 4, 1897
December 31, 1896	290,124.92	Apr. 1, 1897
March 31, 1897	227,033.30	July 2, 1897
June 30, 1897	228,544.92	Oct. 2, 1897
Total	967,181.06	

Increase over previous year, $80,995.99.

GENERAL STATEMENT OF RECEIPTS AND EXPENDITURES.

DOMESTIC MONEY-ORDER BUSINESS—RECEIPTS.

Amount received for fees on orders issued	$1,456,440.14	
Miscellaneous receipts [1]	1,818.72	
		$1,458,258.86

EXPENDITURES.

Amount allowed postmasters at third and fourth-class offices for commissions on orders issued [2]	$510,891.84	
Incidental expenses [3]	129,318.99	
Lost remittances, burglaries, etc	14,694.12	
Uncollected accounts of previous years	13,123.06	
		668,028.01
Excess of receipts over expenditures		790,230.85
Increase over amount of previous year		59,584.21

INTERNATIONAL MONEY-ORDER BUSINESS—RECEIPTS.

Amount received for fees on orders issued	$173,379.30	
Net gain on exchange [4]	62,444.03	
		$235,823.33

EXPENDITURES.

Amount allowed postmasters at third and fourth-class offices for commissions on orders issued [2]	$3,000.99	
Incidental expenses [3]	17,023.47	
Amount allowed foreign countries for excess of commissions [5]	38,809.48	
Amount allowed foreign countries for incidental expenses	39.18	
		58,873.12
Excess of receipts over expenditures		176,950.21
Increase over amount of previous year		21,411.78

NEW LEGISLATION—BONDS OF CLERKS IN POST-OFFICES.

In the report of this division for 1895 and in that of 1896 the recommendation was renewed "for legislation which will empower this Department to require clerks in post-offices who handle money-order

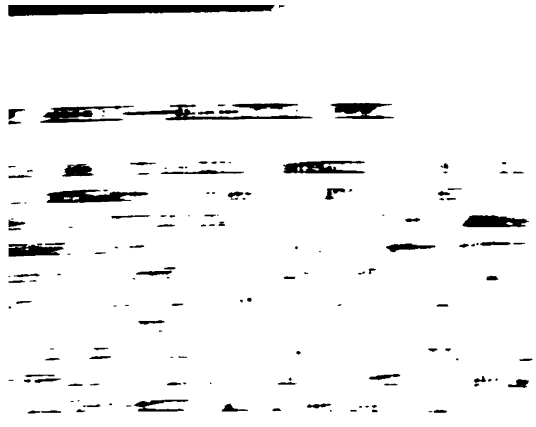
[1] Sales of waste paper, reimbursements by bankers of cost of cablegrams, interest from cases in suit, etc.

[2] Three cents for each order issued; no compensation for payments.

[3] See explanation, page 70.

[4] Difference between amount received for international orders and cost of bills of exchange purchased in payment thereof in foreign countries, due to the fluctuating market in exchange, which this year was favorable to the United States; at other times there has been a loss.

[5] Difference between amount earned by foreign countries for services in payment of orders issued in the United States and amount earned by the United States for like services. Each receives one-half of 1 per cent.



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this kind steps are taken to deliver the letter and to secure the envelope showing the mistreatment, after which the delinquent postmaster is suitably admonished.

Another purpose of the examination is to separate letters of foreign from those of domestic origin, the former to receive special treatment, as more fully noted hereafter.

After this examination the domestic letters are counted, tied in bundles of 100, and sent to the openers. These openers are required to examine the contents of envelopes to see if there are valuable inclosures, but they are not permitted to do so for any other purpose. Careful note is made upon each letter found to contain an inclosure, and where money is discovered a book entry is made and receipts passed from hand to hand. All valuable letters, with their inclosures, are sent to the proper branches of the office for return to senders, all first being recorded except those containing postage stamps of the value of a single-letter rate or less.

The foregoing has reference solely to unclaimed matter; that is, to such as has gone to the destination for which it was presumably intended and has failed of delivery for various reasons.

LACK OF POSTAGE OR MISDIRECTED.

Unmailable matter is that which has never left the mailing office, or which has been withdrawn by the Railway Mail Service. The principal defects are nonpayment or insufficient prepayment of postage and incomplete or entirely erroneous addresses. Those which fail to go forward for want of prepayment are such as the addressees have failed to supply postage for after having been duly notified.

Under the general head of "Misdirected," it is curious to note that there were received during the year 28,098 letters which bore no address whatever. The general appearance of these envelopes, as well as the nature of their contents, indicates that by far the greater portion of these errors of omission were not made by casual and infrequent users of the mails, but were the result of haste and want of deliberation by persons more or less completely absorbed in business.

The addresses of letters bearing imperfect directions are corrected as far as possible and the letters forwarded, while the residue, as well as those lacking postage, are, as in the case of unclaimed matter, opened, the valuables separated from those without inclosures, and all returned to senders when practicable, and when not so, destroyed.

Unmailable matter, never having had the advantage of advertising, is received upon manuscript lists, the treatment of each piece being noted on the margin, so that the manner of its disposition may always be ascertained.

HOTEL AND REGISTERED MATTER.

The same is true of that class of matter known as "hotel matter." It is obvious that it would be useless to advertise letters once delivered to hotels and thence returned to post-offices, the addressees thereof being usually transient persons. All such are, therefore, sent in on manuscript lists and treated in the same manner as unmailable.

Registered matter, being of a higher character, is treated with the greatest degree of care. Every piece is carefully recorded, and receipts taken from each person through whose hands it passes. Of the comparatively small quantity of registered matter reaching the Dead-Letter Office about three-fourths is of foreign origin, the difficulty in delivery

being increased by unintelligible addresses and by the migratory character of the population of which the addressees form a part. Of the remaining fourth more than one-half comes here through the failure of postmasters to return direct to senders in case of nondelivery, as required by law and the regulations. When every effort to deliver domestic registered letters to either senders or addressees has failed, they are opened, the nature of their inclosures, if any, made matter of further record, and the letters themselves preserved. Those of foreign origin are returned to the respective countries of origin.

VALUABLE MAIL.

Ordinary letters found to contain money or commercial paper, such as drafts, notes, money orders, etc., and evidences of title, such as deeds, wills, and the like, are minutely examined and carefully recorded, with a view to their return to senders. This is done through the postmasters at the mailing offices, to whom they are always sent by registered mail, so that they may be traced. If all efforts to effect delivery fail, they are returned to and preserved in this office; but money is eventually separated from the envelopes and goes into the Treasury. All receipts for valuable letters delivered are carefully classified and filed for permanent preservation.

Letters containing inclosures of a less valuable character, such as receipts, affidavits, paid notes, photographs, etc., are recorded and similarly treated, but they are not sent out by registered mail, and the accumulation of such is disposed of by destruction after a series of years.

CARELESSNESS IN POSTING.

The treatment of parcels, like that of letters, has in view their return to senders as far as possible. It has been found impracticable to do this to an equal extent with letters, because a larger proportion contain nothing to indicate the senders. Besides, a very considerable proportion reach the Dead-Letter Office without addresses, either through the carelessness of the senders or by damage in transit. Large numbers of miscellaneous articles are found loose in the mails, having become separated from the wrappers because not properly prepared for mailing, and are turned in by the Railway Mail Service to the post-offices at the several division headquarters of that service.

INTERNATIONAL.

The treatment of parcels addressed to foreign countries and not sufficiently prepaid to enable them to go forward in the postal-union mails at the rates of postage applicable to genuine trade samples, constitutes a large and interesting share of the labor of those employed in the recording and disposition of property matter. This is due almost exclusively to want of information on the part of the public as to the requirements in the particular mentioned; and it must be admitted that this lack of information on the subject is too largely shared by postmasters, notwithstanding the plain provisions of the regulations, the rulings in the guides, and other measures taken by the Department for their enlightenment.

Articles of merchandise, no matter how small the quantity, or whether sent as gifts or otherwise, unless "genuine trade samples of goods

actually on hand and for sale," can only be sent in the postal-union mails when fully prepaid at the foreign letter rate of postage, 5 cents per half ounce.

HOLIDAY MAIL.

As a result of this too-little-understood requirement, thousands of parcels and letters containing articles of merchandise annually reach the Dead-Letter Office. This is particularly true immediately following the holiday season, and they lend a somewhat pathetic coloring to the prosaic routine of the office, evidencing, as they do, the failure of so many friendly and affectionate purposes.

Upon receipt of this class of matter the senders are communicated with if known, and if not the addressees, in whatever part of the world they may be located, are notified and given the option to furnish the requisite postage for forwarding, to have the matter sent to them by express, or to furnish the names and addresses of the senders, in which latter case the parcels or letters are returned without charge.

Annually, during the week preceding Christmas, articles of property which have not been reclaimed after being held for two weeks are sold at auction. Included in these sales, however, are such parcels as being unaddressed, have been held at least six months. The proceeds of these sales are turned into the Treasury.

FROM OTHER COUNTRIES.

Through the hands of the employees in charge of the foreign work passes all matter originating in foreign countries and found undeliverable in the United States, as well as all matter originating in this country and returned from foreign countries as undeliverable. This interchange is in pursuance of a stipulation of the Universal Postal Union Convention, and is had with nearly ninety different postal administrations. Before returning matter to foreign countries it is examined with care, imperfect addresses corrected, so far as may be, and another effort made at delivery.

RETURN MATTER REGISTERED.

Ordinary letters are not recorded before return, but are sent with a bill in regularly numbered dispatches, which are duly acknowledged upon receipt. Parcels of obvious value are, however, carefully recorded, as is of course all registered matter. So minute is the record in the latter case that, in the event of inquiry, the Dead-Letter Office number, the number upon the registered bill, the number of the dispatch, the registered number of the post-office at the port of shipment, and the name of the vessel by which shipped can be given, thus rendering identification absolute and the tracing only a matter of time.

Numerically considered, letters without inclosures of value constitute by far the most conspicuous feature of the operations of the office, and their treatment and ultimate disposition engage the services of a larger proportion of the entire force than is employed in any other line of duty.

Though important because of its bulk, and though desirable that all letters of this character possible to be returned should reach the hands of the senders, experience has shown that it is necessary at times to subordinate this work to other more pressing requirements; in other

words, to give the first consideration to those features of the general work which are of superior consequence and which can not be postponed or neglected without detriment to the interests of the public.

NAMES OF SENDERS SHOULD BE ADDED.

It may appear a vain and profitless repetition, yet possibly not without some advantage, to state that if the senders of letters were careful to inclose with them their names and addresses they would prevent the consignment of such letters to the waste in the event of nondelivery.

Equally vain, possibly, is the renewal of the suggestion that if the names and addresses of senders were placed upon the outside of letters their direct return, without the intervention of the Dead-Letter Office, would be assured.

MISSING MAIL MATTER.

Applications for missing mail matter, which are very numerous, are systematically treated. Each application is jacketed, and for the convenience of search, twice recorded, first in the name of the applicant and second in the name of the addressee of the missing letter or parcel. Fully half of these applications are vague and lacking in particulars essential to search. The requisite data are procured, either from the applicants or from the postmasters, mainly by printed interrogatories to which replies are sought. The necessary information gained, careful search is made for the missing letter or parcel in the proper office, and if record is found the disposition is noted and the applicant advised of the same. If no record is found the applicant is similarly advised, and the papers referred to the chief post-office inspector for such further investigation as may be practicable.

The prevalent opinion that mail matter is held in this office for a [illegible] period has already been noted. To this conviction may be attributed the thousands of applications for letters without valuable inclosures. Such it is impossible to trace, and no information can be given concerning them, except that if they had reached the Dead-Letter Office they would have been returned to sender or destroyed, as above. No record or trace.

The museum attached to this office shares largely in the [illegible] which the operation of the establishment incites. Though [illegible] conspicuous from the fact that every one of the articles it contains was sent or was sought to be sent through the mails, the collection is curiously illustrative of the variety of uses to [illegible] which the energetic "paternalism" of the postal service [illegible] itself.

MAIL MATTER RECEIVED AND DISPOSED OF [illegible]

There were received during the year 5,976,[illegible] unclaimed matter. Of these 536,904 pieces originating in foreign countries, to which they were returned unopened, [illegible] found possible to deliver upon correction of [illegible].

Of the matter originating in the United States [illegible] to owners 2,501,737 pieces. The residue [illegible] neglect of the senders either to sign their [illegible] correct addresses.

It is believed, however, that the [illegible] gradually growing in public appreciation [illegible] be attributed, in large degree, the [illegible]

the office during recent years, such decrease amounting for the past year to 276,403 pieces. It is not improbable also that the steady reduction noted may have been to some extent due to the stringency in business and to the consequent contraction in commercial correspondence.

Of the 5,291,241 letters and parcels opened 390,203 were found to contain inclosures of value, the disposition of which is shown in detail in the tabular statements.

Those containing money were of the following classes: Ordinary unclaimed, 15,937 pieces, containing $21,270.54; registered, 342 pieces, $1,179.01; unmailable, 9,253 pieces, $6,423.01; without address, 8,821 pieces, $2,174.82; a total of 34,353 pieces, containing $31,047.38. Of these, 21,152 pieces, containing $23,733.25, were delivered, and 1,635 pieces, containing $4,176.01, are in the hands of postmasters awaiting delivery, receipts not having been received at this office.

The 8,821 blank (or unaddressed) letters mentioned above are not such as failed of proper direction by reason of the haste or negligence of the senders, but represent different and generally very small sums of money found loose in the mails and in post-offices. This class of losses is mainly due, probably, either to careless wrapping or to the poor quality of envelopes or other forms of covers used.

The money so found loose in the mails is turned in by the railway-mail service to the post-offices at division headquarters, and is, together with that found in the various post-offices, sent to the Dead-Letter Office, separately enveloped. Obviously no steps can be taken in these cases looking to the discovery of the owners, and therefore the envelopes are immediately filed and the money held subject to future identification and reclamation.

The letters which were found to contain commercial papers, such as drafts, checks, notes, letters of credit, money orders, etc., and papers affecting titles, such as deeds, mortgages, wills, etc., numbered 28,691, with inclosures of the face value of $896,970.20. There were delivered 27,550 of the face value of $789,275.91, the remainder having either failed of delivery or being outstanding in the hands of postmasters.

As has been shown, the number of money letters was 34,353, and the total value of the contents $31,047.38, an average of about 90 cents to the letter. This was from a total of 5,291,241 letters opened. During the fiscal year ended June 30, 1888, out of 5,467,042 letters opened there were found but 20,437 money letters, but these contained the aggregate sum of $35,245.38, or an average of about $1.72 to the letter.

This striking discrepancy (being an increase of 68 per cent in the number of letters and a decrease of 47 per cent in the average inclosure) is doubtless largely to be accounted for by the numerous fraudulent enterprises which have been undertaken in recent years, and which have been pursued by the agents of the postal service, declared fraudulent under the law, and mail matter addressed to them intercepted and sent to the Dead-Letter Office. While the letters of this character are numerous, the inclosures are generally small in amount.

It is possible also that the abandonment of the postal note system has resulted in the more frequent transmission of petty sums in actual money through the mails.

During the fiscal year ended June 30, 1896, the number of letters containing postage stamps was 155,352, while for the last fiscal year the number was 174,115, an increase of 18,763. It should be noted that while this great increase in stamp letters is shown, there was a decrease during the year in every other class of letters containing inclosures of value.

Doubtless the payment in stamps for small purchases made through the mails is constantly increasing. Following the late general political canvass a very large amount of sealed matter was received containing stamps or postal cards for reply, thus noticeably swelling the normal receipts of this class of matter. Besides, the conditions leading to the increased number of letters containing small amounts of money are applicable also in the case of stamp letters.

The tables and condensed statements which follow exhibit in detail the results attained during the year in the receipt and disposition of the several classes of mail matter.

VOLUME OF MATTER HANDLED.

Classification of mail matter received in the Dead-Letter Office during the fiscal year ended June 30, 1897.

Ordinary unclaimed letters		4,419,700
Unclaimed letters returned from foreign countries without card addresses.		136,600
Ordinary unclaimed letters with card addresses		9,873
Unclaimed letters returned from foreign countries with card addresses		71,839
Letters missent to this office		3,883
Held for postage:		
Foreign address	4,685	
Domestic address	71,277	
Parcels	6,940	
		82,902
Misdirected:		
Ordinary letters	319,245	
Addresses corrected and returned as undeliverable	13,792	
Parcels	4,690	
		337,727
Without address:		
Ordinary letters	28,098	
Envelopes containing money found loose in the mails	8,821	
Parcels	21,788	
		58,707
Domestic hotel letters		186,512
Fictitious addresses		65,546
Unclaimed registered letters and parcels (domestic)		6,960
Miscellaneous letters		5,156
Parcels:		
Unmailable, addressed to foreign countries	14,573	
Excess of weight and measure	513	
Ordinary unclaimed	26,639	
Unclaimed, returned from foreign countries with card address.	7,595	
Unclaimed, containing photographs	5,331	
		54,651
Originating in foreign countries:		
Unclaimed letters	371,969	
Misdirected letters and postal cards	57,930	
Hotel letters	12,072	
Fictitious addresses	1,753	
Registered letters	18,534	
Printed matter, samples, etc	74,646	
		536,904
Total		5,976,960

Mail matter on hand from preceding year.

Unopened, held for postage, and foreign matter	464
Opened, in process of treatment	16,101
Outstanding, in hands of postmasters	4,716
Total	21,281

Disposition of mail matter unopened.

Card and request matter returned to senders:		
Ordinary unclaimed letters	9,873	
Unclaimed letters returned from foreign countries	71,839	
Hotel letters	254	
Misdirected letters	964	
Held-for-postage letters	1,996	
Registered letters	3,780	
Unclaimed parcels returned from foreign countries	7,595	
		96,301
Held-for-postage matter:		
Letters and parcels forwarded on payment of postage	3,014	
Letters forwarded to officials	250	
		3,264
Misdirected matter:		
Domestic letters delivered to corrected addresses	45,408	
Foreign letters delivered to corrected addresses	9,708	
		55,116
Foreign matter:		
Delivered to applicants	1,249	
Returned to countries of origin	523,729	
		524,978
Missent letters		3,833
Total delivered unopened		683,542
On hand, awaiting delivery:		
Held for postage, foreign address	156	
Foreign registered letters	208	
Ordinary foreign letters	2,277	
		2,641
Grand total		686,183

Classification of mail matter opened during the year.

Ordinary unclaimed letters	4,419,700
Unclaimed letters returned from foreign countries	136,600
Hotel letters	186,258
Misdirected letters	286,665
Held-for-postage letters	70,763
Fictitious letters	65,546
Registered letters	3,160
Letters without address	28,098
Miscellaneous letters	5,156
Envelopes containing money found loose in the mails	8,821
Parcels	80,474
Total	5,291,241

Disposition of mail matter opened, including letters on hand and outstanding from preceding year.

Delivered:		
Letters containing money	21,152	
Letters containing drafts, money orders, etc	27,500	
Letters containing miscellaneous papers, etc	32,926	
Letters containing postage stamps	157,562	
Letters containing manuscript	818	
Letters containing nothing of value	2,064,192	
Photographs	23,089	
Parcels of merchandise, books, etc	25,642	
		2,352,881
Returned to owners and awaiting evidences of delivery:		
Letters containing money	1,635	
Letters containing drafts, notes, etc	2,210	
Letters containing nothing of value	83	
Photographs	10	
Parcels of merchandise, books, etc	18	
		3,956

Under treatment looking to delivery:		
Letters containing money	4,047	
Letters containing nothing of value	6,000	
Parcels of merchandise, books, etc	234	
		10,281
Filed upon failure to deliver, subject to reclamation:		
Letters containing money	13,874	
Letters containing drafts, notes, etc	1,162	
Letters containing miscellaneous papers	3,045	
Letters containing postage stamps	2,878	
Letters containing manuscript	535	
Photographs	7,126	
Letters containing nothing of value	800	
Parcels of merchandise, books, etc	42,010	
		71,430
Destroyed:		
Letters and circulars without inclosures, which could not be returned to writers	2,841,993	
Parcels containing pamphlets, fruits, seeds, medicines, etc.	17,413	
Letters containing postage stamps	13,675	
Letters containing miscellaneous papers, etc	429	
		2,873,510
Grand total		5,312,058

Recapitulation, showing amount of matter handled during the year.

RECEIVED.

Domestic:		
Original dead matter	5,440,056	
Unopened letters awaiting delivery July 1, 1896	197	
Opened letters in process of treatment	16,101	
Opened letters outstanding July 1, 1896	4,716	
		5,461,070
Foreign:		
Original dead matter	536,904	
Original letters awaiting delivery July 1, 1896	267	
		537,171
Total (domestic and foreign)		5,998,241

DISPOSITION.

Domestic:		
Delivered during the year	2,501,737	
Filed during the year	71,430	
Outstanding July 1, 1897	3,956	
Destroyed (unsigned letters, circulars, etc.)	2,873,510	
Opened letters in process of treatment July 1, 1897	10,281	
Unopened letters awaiting delivery July 1, 1897	156	
		5,461,070
Foreign:		
Returned to countries of origin	523,729	
Delivered to corrected addresses	9,708	
Delivered to applicants	1,249	
Awaiting delivery July 1, 1897	2,485	
		537,171
Total		5,998,241

MATTER RETURNED FROM FOREIGN COUNTRIES.

The number of pieces of mail matter originating in the United States and returned to the Dead-Letter Office as undeliverable were classified as follows:

Registered articles	2,415
Ordinary letters (including postal cards)	230,084
Parcels of printed matter, samples, etc	118,938
Total	351,437

DEAD REGISTERED MATTER.

Of the 6,960 unclaimed registered letters and parcels of domestic origin received there were—

Delivered to addressees or restored to senders	5,649
Returned to postmasters for delivery and awaiting receipt	148
Filed upon failure to discover ownership and awaiting reclamation	1,163
Total	6,960

VALUE OF INCLOSURES IN MAIL MATTER RESTORED TO OWNERS.

The following table shows the number of letters restored to owners, or in the course of restoration, with the character and value of contents:

Description.	Number.	Value.
Letters containing money restored to owners	21,152	$23,733.25
Letters containing money outstanding in the hands of postmasters for restoration to owners	1,635	4,176.61
Letters containing drafts, checks, notes, money orders, etc., restored to owners	27,500	789,275.91
Letters containing drafts, checks, notes, money orders, etc., outstanding in the hands of postmasters for restoration to owners	2,210	15,792.61
Letters containing postage stamps restored to owners	157,562	5,968.68

Disposition of parcels filed in the Dead-Letter Office.

Addressed parcels:	
Unclaimed from receipts 1894–95, prepared for sale of 1897	26,562
Unclaimed from receipts 1895–96, filed	25,337
Unclaimed from receipts 1896–97, filed	25,052
Total	76,951
Unaddressed parcels:	
Unclaimed from receipts 1896–97	16,554
Total number of parcels on hand	93,505
Disposed of by sale, 1896:	
Parcels unclaimed from 1893–94 (addressed)	27,309
Parcels unclaimed from 1895–96 (unaddressed)	17,099
Total number sold	44,408

Proceeds of sale, $3,225.05.

REVENUE DERIVED FROM DEAD MAIL MATTER.

The amount of revenue derived from dead mail matter during the year and delivered to the Third Assistant Postmaster-General for deposit in the Treasury is shown by the following statement:

Amount separated from dead letters that could not be restored to owners.	$8,302.23
Amount realized from auction sale in December, 1896, of parcels of merchandise which could not be restored to owners	3,152.49
Total	11,454.72

a Registered matter.

Elsewhere in this report allusion has been made to the fact that letters without inclosures can not be traced in this office, though shown to have been sent here. Many of the applications are for matter of this character, and for the convenience and information of applicants certain printed matter is supplied to them, setting forth in condensed form the treatment accorded to the several classes of mail matter reaching the Dead-Letter Office.

During the year there were also written 5,878 special communications, conveying instructions to postmasters, calling attention to and construing provisions of the Postal Laws and Regulations touching the treatment of the various classes of mail matter, and in responding to inquiries where no form of circular was applicable.

To these are to be added the blank inquiry forms and circular notices used in the procuring of data and in the notification of applicants. No account is taken of these, but the character of each, with date of issue, is noted upon the jacket.

Statement showing number of pieces of dead mail matter treated in the Dead-Letter Office during the fiscal year ended June 30, 1897.

Received.		Number.
Domestic mailable letters received during the year		4,893,953
Domestic unmailable letters:		
Held for postage—		
On hand July 1, 1896	197	
Received during the year	75,962	
		76,159
Misdirected		333,037
Without address		28,098
Envelopes containing money found loose in the mails		8,821
Miscellaneous		5,156
Domestic third and fourth class matter (parcels)		88,069
Foreign matter:		
On hand July 1, 1896	53	
Received during the year	443,724	
Printed matter, samples, etc	74,646	
		518,423
Registered matter:		
On hand July 1, 1896, foreign	214	
Received during the year—		
Domestic	6,960	
Foreign	18,534	
		25,708
Opened letters outstanding and on hand July 1, 1896		20,817
Total		5,998,241

Disposition.	Delivered unopened.	Opened.	On hand July 1, 1897.
Domestic mailable letters	85,849	4,808,104	.....
Domestic unmailable letters:			
Held for postage	5,240	70,763	156
Misdirected	46,372	286,665	.....
Without address	.....	28,098	.....
Envelopes containing money found loose in mails	.....	8,821	.....
Miscellaneous	.....	5,156	.....
Registered letters:			
Domestic mailed	3,800	3,160	.....
Foreign mailed	18,540	.....	208
Domestic third and fourth class matter (parcels)	7,595	80,474	.....
Foreign matter:			
Ordinary letters	441,500	.....	2,277
Printed matter, samples, etc	74,646	.....	.....
Opened letters on hand and outstanding July 1, 1896	.....	20,817	.....
Total	683,542	5,312,058	2,641
Grand total	.....	.....	5,998,241

Statement showing the disposition of mail matter opened in the Dead-Letter Office during the fiscal year ended June 30, 1897.

	Containing money.		Containing drafts, notes, etc.		Containing merchandise, books.	Containing receipts, paid notes.	Containing photographs.	Containing postage stamps.	Containing manuscript.	Containing nothing of value.	Total.	
	Number.	Value.	Number.	Value.							Number.	Value.
RECEIVED.												
Outstanding in the hands of postmasters at close of last fiscal year	2,462	$4,939.46	2,181	$30,488.00	22	.....	21	.....	.....	30	4,716	$85,427.46
On hand undisposed of in Dead-Letter Office at close of last fiscal year	3,893	2,288.67	.....	.....	208	.....	.....	.....	.....	12,000	16,101	2,288.67
Received during the year	34,353	31,047.38	28,691	896,970.20	85,087	36,400	30,204	174,115	1,353	4,901,038	5,291,241	928,017.58
Total	40,708	38,275.51	30,872	927,458.20	85,317	36,400	30,225	174,115	1,353	4,913,068	5,312,058	965,733.71
DISPOSITION.												
Delivered to owners	21,152	23,733.25	27,500	789,275.91	25,642	32,926	23,089	157,562	818	2,064,192	2,352,881	813,009.16
Filed in Dead-Letter Office on failure to deliver to owners	13,874	8,520.80	1,162	122,389.68	42,010	3,045	7,126	2,878	535	*b* 800	71,430	130,910.48
estroyed on failure to deliver to owners	.....	.....	.....	.....	17,413	429	.....	13,675	.....	*c* 2,841,993	2,873,510	.....
On hand in Dead-Letter Office undisposed of	4,047	1,845.45	.....	.....	234	.....	.....	.....	.....	6,000	10,281	1,845.45
Outstanding in the hands of postmasters for restoration to owners	1,635	4,176.01	2,210	15,792.61	*a* 18	.....	*a* 10	.....	.....	*a* 83	3,956	19,968.62
Total	40,708	38,275.51	30,872	927,458.20	85,317	36,400	30,225	174,115	1,353	4,913,068	5,312,058	965,733.71

a Registered matter. *b* Registered letters without valuable inclosures. *c* Including advertising circulars, cheap picture cards, unsigned letters, etc.

Statement of unmailable, hotel, and fictitious matter received at the Dead-Letter Office for the fiscal year ended June 30, 1897.

Received.		Number.	Disposition.		Number.
Letters:			Letters:		
Held for postage—			Held for postage—		
Foreign address	4,685		Foreign address, circulars sent to collect postage	4,184	
Domestic address	71,277		Official, forwarded	230	
		75,962	Returned to card address	1,996	
Misdirected—			Opened	69,552	
Ordinary	374,366				75,962
Without address	28,098		Misdirected—*a*		
		402,464	Turned over to foreign division	55,121	
Hotel		198,584	Address corrected and forwarded	59,200	
Fictitious		67,299	Returned to card address	964	
Returned, misdirected		13,792	Opened	259,081	
Miscellaneous		5,156	Without address, opened	28,098	
Total letters		763,257			402,464
Parcels:			Hotel—		
Held for postage		6,940	Turned over to foreign division	12,072	
Misdirected		4,690	Returned to card address	254	
Without address		21,788	Opened	186,258	
Containing unmailable matter		14,573			198,584
Excess of weight and measure		513	Fictitious—		
Total parcels		48,504	Returned to foreign division	1,753	
			Opened	65,546	
					67,299
			Returned misdirected, opened		13,792
			Miscellaneous, opened		5,156
			Total letters		763,257
			Parcels examined and turned over to other divisions		48,504
Grand total		811,761	Grand total		811,761

a Exclusive of postal cards.

Statement showing dead mail matter of foreign origin received and disposed of during the fiscal year ended June 30, 1897.

Received.			Disposition.		
Class.		Number.	Class.		Number.
Registered articles:			Registered articles:		
On hand July 1, 1896	214		Returned to country of origin	17,603	
Received during year	18,534		Delivered to addresses	549	
		18,748	Misdirected letters forwarded to corrected addresses	388	
Ordinary letters: a			On hand	208	
On hand July 1, 1896	53				18,748
Received during year	443,724		Ordinary letters:		
		443,777	Returned to country of origin	434,091	
Parcels and printed matter received during year		74,646	Delivered to addresses	480	
			Misdirected letters forwarded to corrected addresses	6,929	
			On hand	2,277	
					443,777
			Parcels and printed matter:		
			Returned to country of origin	72,035	
			Delivered to addresses	220	
			Misdirected, forwarded to corrected addresses	2,391	
					74,646
Total		537,171	Total		537,171

a This number includes postal cards.

Total number of articles disposed of:	
Returned to country of origin	523,729
Delivered to addresses	1,249
Misdirected letters forwarded to corrected addresses	9,708
On hand	2,485

Statement showing the number of letters originating in the United States and returned by foreign countries as undeliverable during the fiscal year ended June 30, 1897.

Class.	Number.
Registered letters	2,415
Ordinary letters (including postal cards)	230,084
Parcels and printed matter	118,938
Total	351,437

ible showing class and number of pieces of undelivered matter returned to and received from foreign countries.

Countries.	Returned to—				Received from—			
	Registered.	Ordinary.	Parcels and printed matter.	Total.	Registered.	Ordinary.	Parcels and printed matter.	Total.
Antigua	1	70	8	79	.....	56	.....	5
Argentine Republic	97	934	314	1,345	525	2,534	30	3,08
Austria-Hungary	4,892	38,989	3,838	47,264	.....	.....	.....	.....
Bahamas	11	1,307	.....	1,318	3	687	273	96
Bangkok, Siam	5	28	4	37	.....	.....	.....	.....
Barbados	3	239	69	311	2	496	90	58
Belgium	124	2,213	2,371	4,708	.....	.....	.....	.....
Bermuda	6	419	13	438	1	537	61	59
Bolivia	4	23	11	38	2	56	3	6
Brazil	147	774	172	1,093	83	2,866	3,834	6,78
British Guiana	.....	137	9	146	8	209	809	1,02
British Honduras	4	125	7	136	2	104	1	10
British India	22	948	759	1,729	17	756	1,971	2,74
Bulgaria	149	103	7	259	.....	.....	.....	.....
Canada	652	82,876	3,702	87,230	268	69,433	15,382	85,08
Ceylon	5	59	16	80	.....	.....	.....	.....
Chili	30	556	85	671	.....	792	1,029	1,82
Colombia, Republic	25	594	45	664	46	521	4	57
Costa Rica	7	220	25	252	54	173	.....	22
Cuba	112	3,181	64	3,357	.....	2,794	.....	2,79
Danish West Indies	7	202	1	210	.....	502	.....	50
Denmark	65	4,180	561	4,756	.....	.....	.....	.....
Dominica	3	19	3	25	.....	4	.....	4
Ecuador	4	63	14	81	.....	.....	.....	.....
Egypt	23	256	213	492	14	417	307	73
France	724	10,289	13,405	24,418	.....	6,068	1,859	7,92
French West Indies	1	47	3	51	.....	17	1	1
Germany	3,293	49,638	10,607	63,538	.....	.....	.....	.....
Gibraltar	6	154	17	177	1	63	17	8
Great Britain	1,115	79,022	18,696	98,833	608	58,679	25,490	84,77
Greece	83	928	247	1,258	.....	.....	.....	.....
Grenada	2	16	.....	18	.....	60	101	16
Guatemala	14	564	273	851	5	1,557	.....	1,56
Hawaii	9	924	77	1,010	42	814	59	91
Hayti	4	129	8	141	3	149	1	15
Honduras, Republic	.....	140	11	151	.....	407	.....	4
Hongkong	29	518	100	647	1	234	142	3
Italy	2,508	46,076	6,628	55,212	7	3,759	820	4,5
Jamaica	7	574	28	609	11	2,030	22	2,0
Japan	131	1,657	495	2,286	.....	2,043	1,278	3,1
Java, Netherlands Indies	11	86	24	121	5	7	2	
Liberia	7	71	.....	78	.....	87	.....	
Luxemburg	46	400	58	504	.....	.....	.....	.....
Malta	11	81	8	100	.....	.....	.....	.....
Mauritius	4	40	16	60	.....	.....	.....	.....
Mexico	127	11,353	307	11,787	384	18,821	1,661	20
Montserrat	.....	27	2	29	.....	2	.....	
Netherlands	43	2,406	1,514	3,963	.....	453	297	
Netherlands, West Indies	6	55	5	66	.....	55	331	
Nevis	.....	7	.....	7	.....	1	1	
Newfoundland	10	857	42	909	1	2,681	2	
New South Wales	28	944	242	1,214	22	1,626	984	
New Zealand	12	657	156	825	8	520	13,003	
Nicaragua	14	210	36	260	52	237	24	
Norway	111	8,694	1,067	9,872	.....	.....	.....	.....
Paraguay	3	23	14	40	.....	25	.....	
Persia	1	29	3	33	.....	.....	.....	.....
Peru	6	185	7	198	61	225	.....	
Philippines	2	53	19	74	.....	15	.....	
Portugal	263	3,940	265	4,468	23	472	855	
Puerto Rico	9	108	14	131	.....	26	.....	
Queensland	19	274	38	331	4	317	183	
Roumania	113	1,640	80	1,833	.....	.....	.....	.....
Russia	1,640	44,919	879	47,438	.....	.....	.....	.....
St. Kitts	2	133	1	136	2	18	1	
St. Lucia	1	55	.....	56	.....	51	.....	
St. Vincent	.....	39	.....	39	.....	9	.....	
Salvador, Republic	6	128	81	215	78	475	.....	
Santo Domingo	10	136	4	150	.....	60	.....	
Servia	16	27	5	48	.....	.....	.....	
Shanghai, United States postal agency	3	13	2	18	.....	.....	.....	
Society Islands	1	25	.....	26	.....	2	.....	
South African Republic	19	544	51	614	10	611	1	
Spain	73	1,286	811	2,170	6	491	79	
Straits Settlements	18	46	27	91	.....	86	.....	

Table showing class and number of pieces of undelivered matter, etc.—Continued.

Countries.	Returned to—				Received from—			
	Registered.	Ordinary.	Parcels and printed matter.	Total.	Registered.	Ordinary.	Parcels and printed matter.	Total.
Surinam		20		20				
Sweden	107	20,105	1,187	21,459				
Switzerland	349	3,843	2,081	6,273				
Tasmania		78	4	82		59	69	128
Tobago		8		8				
Trinidad	6	147	9	162	5	284	28	317
Turkey	71	1,026	154	1,251				
Turks Islands		35		35		24		24
Uruguay	12	147	25	184	11	345	2	358
Venezuela	18	402	150	570		36		36
Victoria	18	648	196	862	27	1,361	365	1,753
Universal Postal Union					9	40,888	46,734	86,631
Miscellaneous					4	897	1	902
Total	17,603	434,091	72,035	523,729	2,415	230,084	118,938	351,437

Statement showing the classification, number, and disposition of dead registered letters received in the Dead-Letter Office during the fiscal year ended June 30, 1897.

Received.	Number.	Disposition.	Number.
Domestic:		Delivered unopened:	
Official	20	To foreign division	18,534
Ordinary	3,160	To Executive Departments	20
Request	3,780	Card and request	3,780
Foreign	18,534	Opened	3,160
Total	25,494	Total	25,494

Contents of letters opened.	Disposition of letters opened.				Total.
	Delivered.	Filed.		Outstanding and on hand.	
		Originally filed.	Returned and filed.		
Money	218	22	73	29	342
Drafts, money orders, etc	62	6	19	8	95
Photographs, receipts, stamps, etc	186	76	23	10	295
Merchandise	1,144	113	31	18	1,306
Nothing of value	239	699	101	83	1,122
Total	1,849	916	247	148	3,160

Statement showing the receipt, treatment, and disposition of parcels in the Dead-Letter Office for fiscal year ended June 30, 1897.

RECEIVED.

Addressed parcels:		
Verified with lists and recorded	58,579	
Verified with lists and destroyed	8,061	
		66,640
Unaddressed parcels, including letters containing merchandise:		
Contents verified with lists and recorded		21,756
Total		88,396

Treatment:		
Addressed parcels—		
Forwarded to addressees or returned to senders	11,262	
Delivered to other divisions for disposition	2,700	
Destroyed, perishable, and matter without value	6,002	
Filed; no clew to owner ascertainable	16,717	
Notices of detention sent	21,664	
Verified with lists and destroyed	8,061	
		66,406
Unaddressed parcels—		
Delivered to other divisions	1,915	
Destroyed, perishable, and matter without value	3,287	
Filed; no clew to owner ascertainable	16,554	
		21,756
Addressed parcels in process of treatment		234
Total		88,396

DISPOSITION.

Delivered:		
Forwarded or returned in treatment	11,262	
Forwarded by mail on return of notice, etc	13,295	
Forwarded by express on return of notice, etc	756	
Forwarded from receipts of previous year	1,446	
Total	26,759	
Failed of delivery and returned and filed	815	
Delivered or awaiting delivery by postmasters		25,944
Filed:		
No clew to owner when examined or notices not returned	40,791	
Sent to postmasters and returned	815	
		41,606
Destroyed:		
From lists	11,348	
In treatment	6,002	
At owner's request	93	
		17,443
Delivery to other divisions		4,615
In process of treatment		234
Total		89,842
Delivered from receipts of previous year		1,446
Total		88,396

DIVISION OF CORRESPONDENCE.

It is the duty of the division of correspondence to prepare answers to all inquiries made by other divisions of the Department, postmasters or other postal employees, as to the proper construction of the regulations or orders of the Postmaster-General, and to correspond with postmasters and the public upon miscellaneous matters not specially assigned to other divisions; to keep a record of decisions and constructions relative to the postal service, and to prepare such as are deemed advisable as rulings for publication in the Postal Guide, for the information of postal employees.

Cases involving the delivery of mail, the ownership of which is in dispute, are also assigned to this division. The questions involved in these cases are generally exceedingly delicate, and require much time and careful attention to reach proper conclusions. While of course the decisions rendered have not been satisfactory to all parties to the controversies,

they have been accepted as final in nearly every instance, the parties thereby being relieved of the expense, loss and delay necessarily incident to appeals to the courts, pending the decisions of which the letters are in some cases held by the postmasters as "in dispute."

Instructions, rulings, and correspondence concerning the use of the penalty envelope, the franking privilege, and the free use of the mails by State agricultural experiment stations for mailing bulletins and reports, are prepared in this division.

GREEN GOODS CORRESPONDENCE SUPPRESSED.

The dealers in alleged counterfeit money, or what is known as "green goods," have, after a period of comparative inactivity, renewed their efforts to do business with the unsuspecting public, or at least persons who are willing to purchase counterfeit money. These parties are, however, forced to transact their business by the telegraph, as they are unable to receive letters by mail, owing to the strict enforcement of the act of Congress approved March 2, 1889, which authorizes the Postmaster-General to withhold from delivery letters addressed to such alleged dealers and to require them to appear before the postmaster for thorough identification. The Department has a list of 3,700 names and addresses of "green goods" dealers. No letter addressed to any one of these is delivered, as no attempt is made at identification, the dealer depending entirely upon the telegraph to put him into communication with his intended victim.

BOYCOTTING POSTMASTERS.

Bills have been introduced in Congress at various times which, if enacted into law, would very materially decrease the practice of boycotting postmasters. Owing to political differences, selfish motives, petty jealousies, etc., in certain communities the letters that should be mailed at the most convenient post-office are deposited with some individual (frequently the former postmaster) and sent to the cars or some other post-office for mailing, and as the compensation of the fourth-class postmaster is principally fixed by the number of stamps canceled, he is thus deprived of a part of the pay contemplated by law, but is still required to maintain an office and perform the services incident thereto.

A law should be enacted which would prevent such collection of letters within a reasonable distance of a post-office, or the maintenance of any such unauthorized depository for mail. Such a law would not only enable the postmaster to get his legitimate compensation, but would also relieve the postal service of many complaints concerning lost letters, which after investigation will be found not to have been deposited in the mails.

PERRY S. HEATH,
First Assistant Postmaster-General.

Hon. JAS. A. GARY,
Postmaster-General.

REPORT

OF THE

OND ASSISTANT POSTMASTER-GENERAL

TO THE

POSTMASTER-GENERAL

FOR

1897.

REPORT

OF THE

SECOND ASSISTANT POSTMASTER-GENERAL.

POST-OFFICE DEPARTMENT,
OFFICE SECOND ASSISTANT POSTMASTER-GENERAL,
Washington, D. C., October 11, 1897.

SIR: I have the honor to submit the following report of the office of the Second Assistant Postmaster-General for the fiscal year ended June 30, 1897, nine months of which were under the control of my predecessor:

MAIL SERVICE IN GENERAL.

The mail service in operation on June 30, 1897, was as follows:

	Number.	Aggregate length.	Annual rate of expenditure.
		Miles.	
Star routes	21,517	265,598.98	$5,363,903.41½
Special office routes	795	5,940.75	18,957.58
Steamboat routes	153	17,274.31	426,389.55
Railroad routes	2,587	173,475.23	30,171,542.69
Mail-messenger routes	7,098	5,189.71	941,364.41
Wagon routes (in cities)	171	1,521.18	703,876.00
Electric and cable car routes	170	1,031.01	183,038.43
Railway post-office car routes	228	39,493.58	3,704,978.50
Railway post-office clerks	7,602	.....	7,782,547.00
Necessary and special facilities on trunk lines	.....	.....	170,932.50
Mail equipments	.....	.....	394,544.61
Total inland mail service	.....	.....	49,862,074.68½
Foreign mail service—			
Aggregate cost	.....	$2,049,199.53	
Less for intermediary service to foreign countries	.....	258,029.11	
			1,791,170.42
Total	.....	.....	51,653,245.10½

Summary of all classes of service in operation June 30, 1897.

Number of routes		32,491
Length of routes	miles	470,032.07
Annual rate of expenditure		$49,862,074.68½
Number of miles traveled per annum		420,850,479.35
Rate of cost per mile traveled	cents	11.84
Rate of cost per mile of length		$106.08
Average number of trips per week		8.60

Comparison with the report for June 30, 1896, shows—

		Per ct.
Increase in routes.....number..	379	or 1.18
Increase in length of routes.....miles..	6,718.55	or 1.45
Increase in annual rate of expenditure.....	$1,869,007.10½	or 3.89
Increase in miles traveled per annum.....	11,462,054.91	or 2.80
Increase in rate of cost per mile traveled.....cents..	.12	or 1.02
Increase in rate of cost per mile of length.....	$2.50	or 2.41
Increase in number of trips per week.....	.11	or 1.29
Number of contracts drawn in duplicate during the year....	7,246	
Proposals received during the year under general advertisement.....	143,900	
Proposals received during the year under bulletin advertisements.....	13,785	

MAIL SERVICE IN DETAIL.

STAR SERVICE.

The annual rate of expenditure for this class of service on—

June 30, 1897, was.....	$5,363,903.41½
Number of routes.....	21,517
Length of routes.....miles..	265,598.98
Annual travel.....do...	124,123,415.60
Number of trips per week.....	4.49
Rate of cost per mile traveled.....cents..	4.32
Rate of cost per mile of length.....	$20.19

Comparison with the report of June 30, 1896, shows—

		Per ct.
An increase in the—		
Number of routes.....	820	or 3.96
Length of routes.....	4,045.44	or 1.54
Annual rate of expenditure.....	28,011.87½	or .52
Number of miles traveled per annum.....	5,330,749.94	or 4.48
Average number of trips per week.....	.13	or 2.98
While a decrease is shown in the rate of cost—		
Per mile traveled.....cents..	.17	or 3.78
Per mile of length.....	.21	or 1.03

In considering the figures of the star service for the past fiscal year, it must be borne in mind that, beginning July 1, 1896, a separate appropriation was provided for "Regulation, screen, or other wagon service." Prior thereto regulation wagon service was paid for out of the star appropriation, and screen wagon service was paid for out of the mail-messenger fund.

These remarks apply equally to the consideration of Tables G and E.

The appropriation for the last fiscal year was $5,354.000.

The sum reported by the Auditor as expended, so far as shown by accounts stated to September 30, 1897, is $5,313,300.77, leaving an unexpended balance of $40,699.23. From this amount, however, must be deducted all accounts chargeable to the appropriation for that year which had not been stated by the Auditor up to September 30, 1897.

The annual rate of expenditure on July 1, 1897, under contracts made during the past fiscal year for the performance of star service from July 1, 1897, to June 30, 1901, in the first contract section, embracing the States of Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, Connecticut, New York, New Jersey, Pennsylvania, Delaware, Maryland, Virginia, and West Virginia, was $1,105,033.51, a decrease in the annual rate of expenditure for service in the same section on June 30, 1897, of $125,643.73¼.

The annual rate of expenditure was:

uly 1, 1897	$5,265,144.03½
eptember 30, 1897	5,307,834.65½

The appropriation for the current fiscal year is $5,450,000.

Owing to the reduction in cost under the last general letting of service as above noted, it is probable that there will be an unexpended balance at the end of the current year of at least $100,000.

The amount estimated as necessary for the fiscal year ending June 30, 899, is $5,495,000, being $45,000, or 0.82 per cent, more than the appropriation for the current fiscal year.

The number of bids for carrying the mails received under the general dvertisement issued last year was 143,900; the number of routes ncluded in the advertisement was 5,770; the average number of bids eceived for each route being 30.

The reletting of service in the first contract section resulted in a eduction in annual cost of $125,643.73. This represents a saving of 502,574.92 during the contract term of four years. Notwithstanding his large reduction in cost, the new contracts provide for an increase n the number of miles of annual travel of over 4 per cent more than was overed by the contracts which expired June 30, 1897. The increase ast year of 5,330,749 miles of travel in star service is one of the results f the constant attention that has been given this branch of mail ransportation, which is of so much importance to rural districts.

The general advertisement issued September 15, 1897, and now pending, invites proposals for carrying the mails during a term of four years, eginning July 1, 1898, on all the star routes in the fourth contract ection (embracing all the States and Territories west of the Mississippi iver except Minnesota, Iowa, and Missouri). This advertisement contemplates an increase of 169 routes, of 420 miles in length of routes nd of 2,704,878 miles in annual travel, an increase in the latter item f over 6 per cent.

In order to secure the cooperation of postmasters throughout the ountry to aid this office in improving the mail service, a notice was nserted in the monthly Postal Guide for last February (which monthly uide goes to every post-office in the United States) inviting all postasters to submit suggestions looking to the improvement in mail ransportation to and from their respective post-offices, to which numerus replies were received. With the same object in view this office, hen preparing the general advertisement of mail routes each year, olicits by circular letter suggestions from postmasters on the routes ffected. The information derived from these sources, together with hat secured from a careful examination of the postal business at the everal post-offices on each route, considered in connection with the cost f maintaining the route, has better enabled this office to provide additional postal facilities where needed and at the same time to dispense ith some service found to be no longer necessary.

One of the essentials to good service on star routes is so to adjust he time schedules as to make close connections with railroad or other outes. Postmasters are expected to keep the Department advised of hanged conditions that make new schedules desirable, but it is found hat they are not always mindful of this duty. To secure an improvement in this respect instructions were issued to the division superinendents of the Railway Mail Service to study all changes in mail-train chedules with reference to the effect such changes would have upon ependent star routes, and to submit recommendations for the adoption

of new schedules on such star routes whenever the circumstances required that action. In this way delays at connecting points have been avoided.

Much thought has been given to the formulation of some plan that would secure a more thorough inspection of the star service. It was finally decided to assign a number of assistant superintendents of the Railway Mail Service to this work, taking up the service in certain States in a systematic manner, and making personal examination of the more important routes. This was done too recently to admit of any report being made at this time as to the benefits derived, but it is believed that it will result in the discontinuance of service found to be unnecessary by reason of changed conditions since such routes were established; in the rearrangement of many routes so as to reduce the mileage without impairing the efficiency; in the adoption of new schedules that will make better connections with mail trains and other routes, thereby advancing the mail; in the discovery and correction of irregularities in the nature of violation of contract obligations on the part of contractors; in improved methods of preparing and pouching mail; in preventing the accumulation in post-offices and consequent withdrawal from the service of mail bags, locks, and other equipment; and in that general improvement of the service which must always result from a close personal supervision. These officers will also continue the inspection of mail-messenger service which this office has been conducting through the Railway Mail Service for the past two years, with very satisfactory results in the way of reduced expenditures.

Pursuant to the recommendation made in several of the reports of this office for previous years, Congress, by act of March 3, 1897, amended section 413 of the Revised Statutes so as no longer to require the making of certain reports to Congress relative to the details of contracts made for carrying mails, abstracts of proposals received, routes established, allowances made, curtailments effected, fines imposed on and deductions made from the pay of contractors, etc., reports involving much labor in the preparation, but having in them so little of value to the general public that Congress has not seen fit to have them published for a number of years past.

Alaska.—The important discoveries of gold in Alaska along the upper Yukon River, and in the Klondike region on the Canadian side, have continued to attract unusual interest to that section of country. The last annual report of this office referred to the arrangements that had been made for the supply of Circle City, Alaska, from Juneau, and gave the contractor's description of the difficulties he encountered in performing his first trip. Reports have been received showing the performance of four of the five round trips required by contract between Juneau and Circle post-office from June 1 to November 10, 1896, and three and a half of the four round trips required by a second contract from November 1, 1896, to May 31, 1897, although the latter were not completed within the period named. A subsequent contract was made for service over the same route (a distance of over 900 miles), one round trip a month for one year, beginning with July, 1897. All of the mail contracts for this route have provided for carrying letter mail only, but a contract was made for carrying mail matter of all classes by steamer to Circle via the mouth of the Yukon, three steamers sailing from San Francisco and two from Seattle during the season of navigation of 1897.

An international exchange has been established between Dyea, Alaska, and Dawson City, Canada, and a joint arrangement made between this Government and Canada for the transportation of the mails

between those two post-offices, one round trip a month for one year, beginning with September, 1897. Dawson City being near the gold fields, the last-named arrangement will be advantageous to the many American citizens who have gone into that district. Under existing agreements mails will be forwarded from Seattle to Juneau by steamer four times a month or oftener; from Juneau to Dyea by steamer at least twice a month; from Dyea to Dawson City once a month, and from Juneau, via Dyea, to Circle once a month. It is probable that dog teams and sleds will be the only practicable means of carrying the mails during the winter on the two routes last named. In the general advertisement now pending to provide service for the next term of four years, beginning July 1, 1898, proposals have been invited for carrying the mails from Juneau (Alaska), by Dyea (Alaska), Dawson City (Canada), Forty Mile (Canada), and Fort Cudahy (Canada), to Circle (Alaska), 968 miles and back once a month; also for service twice a month and once a week; the Department to determine what frequency of service it will contract for when the bids shall have been received.

SPECIAL OFFICE SERVICE.

The amount expended for this class of service during the year ended June 30, 1896, was $25,719.28; during the year ended June 30, 1897, $18,957.58.

The number of special offices on June 30, 1897, was 795, with an aggregate length of 5,940.75 miles and an annual travel (estimated on the basis of 2.48 average trips per week) of 1,537,991 miles.

The rate of cost per mile, based on the above estimate, was 1.23 cents.

Comparison with the previous year shows:

	Per ct.
Decrease in routes	554 or 41.06
Decrease in length of routes, miles	3,512.47 or 37.15
Decrease in annual rate of expenditure	$6,761.70 or 26.29
Decrease in miles traveled per annum	811,189.12 or 34.53
Increase in rate of cost per mile traveled, cent	.14 or 12.84
Increase in rate of cost per mile of length	$0.47 or 17.27
Increase in average number of trips per week	.10 or 4.20

The compensation of this class of service is limited by law (Rev. Stat., sec. 3971) to an amount not exceeding two-thirds of the salaries paid to the postmasters at the several offices supplied, the postmasters being authorized to secure such frequency of service as may be practicable for that sum.

The expenditures for this service are chargeable to and included in the estimate for star service.

Special-office service is regarded as but a temporary arrangement for the supply of newly established post-offices that are not on or near the lines of existing routes, and as soon as the new office shows a number of people to be supplied, or an amount of mail to be carried that will justify such action, regular contract service is provided for its supply. The large decrease in the extent of these special-office routes, as noted above, is due to the fact that they have been superseded by a superior grade of service.

STEAMBOAT SERVICE.

The annual rate of expenditure for this service on June 30, 1897, was	$426,389.55
Number of routes	153
Length of routes, miles	17,274.31
Annual travel, do	3,749,823.50
Rate of cost per mile traveled, cents	11.37
Average number of trips per week	2.08

Comparison with the previous year shows:

		Per ct.
Increase in the number of routes		15 or 10.87
Increase in the length of routes	miles..	4,488.62 or 35.10
Increase in the annual rate of expenditure		$7,610.02 or 1.81
Increase in the annual travel	miles..	121,978.32 or 3.36
Decrease in the rate of cost per mile traveled	cent..	.17 or 1.47
Decrease in the average number of trips per week		64 or 23.52

The appropriation for the last fiscal year was $400,000; the sum expended, as per Auditor's report, $399,990.59, leaving an unexpended balance of $9.41, but there are some unadjusted accounts chargeable to that year which will result in a small deficiency.

The annual rate of expenditure on July 1, 1897, under contracts made during the fiscal year for the performance of steamboat service from July 1, 1897, to June 30, 1901, in the first contract section, was $125,778.15, an increase in the annual rate of expenditure for service in the same section on June 30, 1897, of $9,124.61.

The number of steamboat routes in operation on July 1, 1897, was 158.

The appropriation for the current fiscal year is $400,000.

The annual rate of expenditure was:

July 1, 1897	$436,255.89
September 30, 1897	450,973.67

It is estimated that there will be a deficiency during the current fiscal year of $30,000.

The appropriation for the current year following our estimate is the same as for last year, which was lower than any appropriation for many years previous. It was thought this would be sufficient, in view of the tendency for some time past toward slightly reduced expenditures in the steamboat service, but the last general reletting of contracts, taking effect July 1, 1897, resulted in an increase, and some new service has become necessary, not contemplated in the estimates, notably to Key West, Fla., and to Alaska, which will make unavoidable a deficiency this year and a larger estimate for next year. The general advertisement now pending inviting proposals for steamboat service in the fourth contract section, including the Pacific Coast and Northwestern States, from July 1, 1898, contemplates an increase of 116,937 miles of annual travel, principally to provide more frequent communication with Alaska.

The amount estimated as necessary for the fiscal year ending June 30, 1899, is $470,000, being $70,000, or 17.50 per cent, more than the appropriation for the current fiscal year, but $40,000, or 9.30 per cent, more than the appropriation with the estimated deficiency added.

MAIL-MESSENGER SERVICE.

The annual rate of expenditure for this class of service on June 30, 1897, was		$941,364.41
Number of routes		7,098
Length of routes	miles..	5,189.71
Annual travel	do....	9,788,029.04
Rate of cost per mile traveled	cents..	9.61
Average number of trips per week		18.13

Comparison with the previous year shows—

		Per cent.
Decrease in the number of routes		79 or 1.10
Decrease in the length of routes	miles..	515.65 or 9.03
Decrease in the annual rate of expenditure		$234,523.78 or 19.94
Decrease in the annual travel	miles..	2,700,705.93 or 21.62
Decrease in the average number of trips per week		2.91 or 13.83
Increase in the rate of cost per mile traveled	cent..	.20 or 2.12

On July 1, 1896, screen-wagon service, heretofore accounted for in connection with mail-messenger service, was segregated from that appropriation and accounted for under the head of "Regulation, screen, or other wagon service," for which a separate appropriation was made.

The appropriation for the last fiscal year was $1,130,000; the sum expended, as per Auditor's report, $950,233.04; leaving an unexpended balance of $179,766.96.

The annual rate of expenditure was:

July 1, 1897:	
Mail messenger	$906,818.40
Pneumatic tube	20,416.00
	927,234.40
September 30, 1897:	
Mail messenger	902,218.44
Pneumatic tube	191,916.00
	1,094,134.44

The appropriation for the current fiscal year is $1,000,000.

The appropriation act for the current fiscal year reads "For mail-messenger service $1,000,000. And the Postmaster-General may, in his discretion, use not exceeding the sum of $150,000 of this amount in the transportation of mail by pneumatic tube or other similar devices, by purchase or otherwise." The estimate allowed but $50,000 for the pneumatic-tube service, and while Congress increased that to $150,000, it did not increase the total amount appropriated. The Department, however, understood this as indicating the intention of Congress to further extend the pneumatic-tube system, and accordingly contracts were entered into which would absorb the larger amount during this year. The result of this is that, although it has been possible to make reductions in the mail-messenger service, it is probable that there will be a deficiency for the current year. There would have been certainly had the tubes been put into operation on the dates contemplated by the contracts, but there have been some delays which will reduce the expenditures out of this year's funds.

The amount estimated as necessary for the fiscal year ending June 30, 1899, is—

For mail-messenger service	$950,000
For transportation of the mail by pneumatic tube or other similar devices, by purchase or otherwise	225,000
	1,175,000

Being $175,000, or 17½ per cent, more than the appropriation for the current fiscal year.

It is suggested that separate items for mail-messenger service and pneumatic-tube service be made in the appropriation act next year as indicated above, as they are distinct classes of service. The establishment of tube service is not likely to affect mail-messenger routes, although it does supersede regulation or screen-wagon service.

PNEUMATIC TUBES.

The appropriation bill for the last fiscal year authorized an expenditure out of the mail-messenger fund of not exceeding $35,000 for the transportation of mail by pneumatic tube or other similar device. The amount actually expended was $3,450.

The bill for the current year authorized an expenditure for this purpose out of the same fund of not exceeding $150,000.

As noted in last year's report, there was at that time but one pneumatic tube in use in the postal service in this country. That was in Philadelphia, between the general post-office and substation 20, located in the Bourse Building, operated at a cost to the Department of $3,450. Since then four more contracts for tube service have been executed, as follows:

November 27, 1896, with the Pneumatic Transit Company, for a combined pneumatic-tube and wagon mail service in Philadelphia between the post-office, the Pennsylvania Railroad Station, and the Reading Terminal Station, the letter and other small mail matter to be carried through the tubes and the more bulky mail by wagon, for a term of four years, beginning July 1, 1897, at a compensation of $23,366 per annum, of which $16,966 is apportioned to the tube service and $6,400 to the wagon service.

November 27, 1896, with the United States Mail, Package and General Pneumatic Delivery Company, for pneumatic-tube mail service between the main post-office in Brooklyn and the main post-office in New York (over the Brooklyn Bridge), for a term of four years, beginning August 27, 1897, at a compensation of $14,000 per annum.

March 25, 1897, with the Tubular Dispatch Company for pneumatic tube mail service in New York City between the main post-office and Station P, in the Produce Exchange Building; also between the main post-office and Station H (Forty-fourth street and Lexington avenue), via Stations D, Madison Square, and F, for the term from October 1, 1897, to June 30, 1901, at a compensation of $148,500 per annum.

July 1, 1897, with the Boston Pneumatic Transit Company for a combined pneumatic-tube and wagon-mail service in Boston between the post-office and the North Union Railway Station, the letter and other small mail matter to be carried through the tubes and the more bulky mail by wagon for the term from October 1, 1897, to June 30, 1901, at a compensation of $18,000 per annum, of which $9,000 is apportioned to the tube service and $9,000 to the wagon service.

These four contracts contemplate the use of the same kind of underground tube, having an inside diameter of about 8 inches, through which will be propelled, by compressed air, steel carriers $6\frac{7}{8}$ inches, inside diameter, by 21 inches in length, in which the mail is to be placed; the tubes to admit of the dispatch of these carriers at intervals of six seconds, if desired, each carrier to have a capacity for about 600 ordinary letters, thus making it possible to transmit through the tubes 360,000 letters an hour. The tube as laid is double, one for the transmittal of the carrier in each direction.

The contracts in force contemplate an annual rate of expenditure September 30, 1897, of $191,916. Had the tubes been ready for operation on the dates named in the contracts, the sum expended during the current year would have been about the amount appropriated ($150,000), but there have been delays in construction, etc., so that none of them were ready on the dates fixed.

The first of the pneumatic tubes put into operation under the new contracts was the one circuit in New York between the main post-office and the Produce Exchange, which was completed and publicly tested October 7, 1897. This tube makes a circuit of 7,800 feet (3,900 feet each way). The transmitter was set for the dispatch of a carrier every ten seconds; the carriers held about 600 letters each, and were operated with a steam pressure of 6 pounds. The success which attended the opening of this tube is promising for the future of the pneumatic-tube system.

In compliance with your request I went to New York to witness the

opening of the pneumatic-tube service on the section completed from the New York post-office to Station P (Produce Exchange), a distance of three-quarters of a mile, as I stated, which opening occurred October 7, 1897.

I made a thorough examination of the terminals of the tube system, both in the New York post-office and in the Produce Exchange Building. While I had some conception of the difficulties attending the laying of such pipes through the busy streets of New York within the time specified in the contract, I was not prepared for the real difficulties and obstacles that had to be surmounted.

These 8-inch brass pipes, after entering the basement of the post-office building, were carried by proper curves around large pillars over the top of mailing cases near the ceiling, dropping again under the ventilating shafts 5 or 6 feet from the ceiling, and thus by a circuitous route reached the proper terminal location on the floor above most convenient for the mailing clerks. The work had been carried forward without interrupting the force of clerks in the New York post-office or delaying public business and without any permanent injury to the public building itself.

The carriers are of steel, 21 inches long and about 7 inches in diameter, net, being much larger than any heretofore used in this country or any other.

The time required for the carriers to make the passage each way was about a minute and a half. This speed could be increased by increasing the pressure, but it is more economical to run the machinery at this speed which is quite rapid enough for all practical purposes.

The machinery operating the tube is of the most recent design and well-nigh automatic in its operation throughout. The compressed air used in driving the carrier is also available for the operation of the machinery. The carrier, filled and locked, is pushed into the receiver, a lever is pulled back with a light force, and the balance of the work is entirely automatic. The carriers are promptly dispatched and the machine resets itself to receive the second carrier, which, if promptly placed in position and the lever pulled back as before, will await the expiration of ten seconds before it can be started, thus preventing too frequent dispatch of carriers. The machinery is capable of being arranged to dispatch carriers every six seconds, were it found necessary.

These carriers were not only a complete success for the transmission of first-class matter, such as letters, but equally satisfactory for the carriage of packages of every description, including a full suit of clothes, a package of books, a large live cat in a cotton sack, a dozen of eggs, etc. It is, therefore, quite possible to carry second, third, and fourth class matter as well as first, when it can be made profitable. When the pneumatic-tube service is extended to stations several miles distant from the main office, a continuous stream of mail can be received direct on the mailing counters and the force of clerks can be kept continuously busy, thus creating a saving in clerical force as well as dispatching important mail from the outlying districts one train earlier than heretofore in many instances, thus expediting its delivery to distant cities from twelve to twenty-four hours.

The most important source of revenue to the Department to be expected from the tubular system will be the large increase in local correspondence, and special-delivery letters in particular. The profit on this class of mail matter is very large, and the increase of such matter has in the past corresponded to the increase of the facilities for rapid delivery. For instance, the local wagon service in New York was

increased to half-hourly trips some years ago. The aggregate number of special-delivery letters in 1891 was about 300,000; in 1896, about 600,000.

While the extension of the tubular system will necessarily be slow and probably confined to the large cities and populous centers, there is every reason to believe that it will not only greatly improve the local service and considerably improve the service in general, but will also become a very important source of revenue.

It is expected that the longer tube between the New York post-office and Station H (Forty-fourth street and Lexington avenue) will be ready to start by November 15, 1897, and the one between New York and Brooklyn about January 1, 1898.

The contractor for the combined wagon and tube service in Boston between the main post-office and the North Union Railway station began carrying all the mail temporarily in wagons October 1, 1897, and expects to start the tube December 1, 1897.

The contractor for the combined wagon and tube service in Philadelphia, between the main post-office and Pennsylvania Railroad Station and the Reading Terminal, began carrying all the mail in wagons temporarily July 1, 1897, and expects to start the tube about January 1, 1898.

The sum estimated for pneumatic-tube service for the year ending June 30, 1899, is $225,000, being $33,084 more than the annual rate now under existing contracts, which will probably be the same June 30, 1898.

A separate appropriation for this item is suggested.

REGULATION, SCREEN, AND OTHER WAGON SERVICE.

The appropriation bill for last year was the first one that provided a separate appropriation for this class of service. Prior to that, regulation-wagon service was paid for out of the appropriation for star routes, and screen-wagon service was paid for out of the appropriation for mail-messenger routes. Both regulation and screen wagons are employed in cities for carrying the mail between post-offices, branch offices, railroad stations, and steamboat landings. The two classes of service differ only in the style of wagon used, the regulation wagon being built in accordance with detailed plans and specifications prescribed by the Department, while plans and specifications are not prescribed for screen wagons, although the advertisements indicate by description and photograph the general appearance and construction required, the last general advertisement, now pending, specifying for the first time the colors and style of painting these wagons, in order to secure greater uniformity of appearance than has heretofore been had.

On June 30, 1897, the annual rate of expenditure for this service was		$703,876.00
Number of routes		171
Length of routes	miles	1,521.18
Annual travel	do	5,009,690.79
Rate of cost per mile traveled	cents	14.04
Average number of trips per week		31.66

Comparison with the previous year shows—[1]

			Per ct.
Increase in the number of routes		135 or	375
Increase in the length of routes	miles	499.42 or	48.87
Increase in the annual rate of expenditure		$155,256 or	28.29
Increase in the annual travel	miles	1,686,016.77 or	50.72
Increase in the average number of trips per week		0.39 or	1.24
Decrease in the rate of cost per mile traveled	cents	2.46 or	14.90

[1] The previous year's statement related to regulation-wagon service only, and did not include screen-wagon service, which was then a part of the mail-messenger service.

The appropriation for the last fiscal year was $670,000, which, with the sum of $40,000 appropriated by the deficiency act approved July 19, 1897, made a total of $710,000 available for regulation, screen, or other wagon service.

The sum reported by the Auditor as expended is $705,260.25, leaving an unexpended balance of $4,739.75.

The annual rate of expenditure on July 1, 1897, under contracts made during the past fiscal year for the performance of wagon service in the first contract section from July 1, 1897, to June 30, 1901, was $440,169.91, an increase of $36,096.91 over the annual rate of expenditure for similar service on June 30, 1897.

The annual rate of expenditure was:

July 1, 1897	$739,972.91
September 30, 1897	771,077.91
October 1, 1897	734,077.91

The appropriation for the current fiscal year is $710,000. It is believed that owing to the increase in cost resulting from reletting service in the first contract section, taking effect July 1, 1897, there will be a deficiency for the current year of about $25,000.

The amount estimated as necessary for the fiscal year ending June 30, 1899, is $750,000, being $40,000, or 5.63 per cent, more than the appropriation for the current fiscal year.

Change in advertisement of wagon service.—During the past year some changes touching the liability of contractors to assume additional service during the contract term have been made in the advertisements issued inviting proposals for wagon service. Formerly the advertisements gave for the information of bidders a statement of the service then in operation, but required the bid and contract to name an annual compensation that would cover all service of the kind that might be necessary during the contract term, whether more or less than that in effect at the time the advertisement was issued. In other words, there was no change in the contractor's pay whether the service was increased or decreased, the bidders being warned that they must inform themselves before submitting their bids as to probable increase or changes in the service. This gave rise to the complaint that while bidders might estimate the additional work resulting from normal growth of the service, they could not anticipate radical reorganization of postal facilities in a city, such, for instance, as included the establishment of a large number of branch post-offices, especially if located comparatively long distances from the main post-office or other base of supply.

The result was, as claimed, that the bidder, in anticipation of large increases, must fix the amount of his bid so high as to be more than a fair compensation, in some cases, for the service actually performed, or if he fixed his bid on the theory that there would not be material increases in service, and such increases did occur, he suffered a hardship. To overcome this, when it became necessary to issue a bulletin advertisement last spring for wagon service in Philadelphia, and later in Boston, a reduction was made in the contractor's liability to assume new service; and in issuing the general advertisement for wagon service in the fourth contract section, September 15, 1897, a similar policy was adopted, the important feature of which is that while the contractors will be required to perform, without extra compensation, such additional service as may be necessary to supply the points named in the advertisement, they will not be called upon to carry the mail to or from any additional mail station, railroad station, steamboat landing or point of exchange with an electric or cable car. It is thought

that this change fixes a basis for bidding which is fairer to the bidders as well as to the Department.

Collection and distribution wagons.—The experiment with collection and distribution wagons, mentioned in last year's report, has been continued in Washington and New York, one wagon in each city. These are large wagons, fitted up with cases, racks, a table, and postmarking pads (similar to those in a railway postal car), and manned with clerks to distribute mail as rapidly as it is collected from street letter boxes and mail stations which the wagons visit, and to prepare it while in transit for dispatch by the next outgoing mail train with which the wagon connects. It has been ascertained that such a wagon will handle a large quantity of mail in the business section of a city and expedite its delivery at destination, as compared with the slower method of carrying the mail in bulk from street letter boxes and other points of collection to the main post-office, there to meet with the delay of handling, distributing, and reshipping to railroad stations; but the question to be determined is whether it would be practicable to perform all the collection service in a city, or in a certain section of a city, with these wagons without an increase in cost that would not be warranted by the expedition gained.

It has been thought best to transfer to Buffalo, N. Y., during the current month, the wagon which has been used in New York City, in order to test it in the former city; the wagon now used in Washington to be continued there for the present.

A complete list of the regulation, screen and collection and distribution wagon routes in operation June 30, 1897, will be found in Table E of this report.

RAILROAD TRANSPORTATION.

The annual rate of expenditure for railroad transportation, on all routes on which the pay was adjusted, on June 30, 1897, was		$30,171,542.69
Number of routes		2,587
Length of routes	miles	173,475.23
Annual travel	do	273,190,356.71
Rate of cost per mile traveled	cents	11.04
Average number of trips per week		15.14

Comparison with the report of the previous year shows:

			Per ct.
Decrease in number of routes		128	or 4.71
Increase in length of routes	miles	681.23	or .39
Increase in annual rate of expenditure		$1,229,662.22	or 4.24
Increase in annual travel	miles	4,384,032.22	or 1.63
Increase in rate of cost per mile of travel	cent	.26	or 2.60
Increase in average number of trips per week		.19	or 1.27

The length of routes on which the pay was unadjusted on June 30, 1897, was 76.53 miles.

The appropriation for the last fiscal year was $28,000,000, which with the sum of $1,000,000 appropriated by the deficiency act, approved July 19, 1897, made a total of $29,000,000 available for railroad transportation for that year.

The sum reported by the Auditor as expended, so far as shown by accounts stated to September 30, 1897, is $28,878,390.11.

It is estimated that the payment for service during the fiscal year ended June 30, 1897, on routes on which the pay was unadjusted on that date will amount to $3,826.50.

The annual rate of expenditure for railroad transportation in the States of Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, Connecticut, New York, New Jersey, Pennsylvania, Delaware, Maryland, Virginia, and West Virginia on June 30, 1897, was $6,902,601.01. The result of the regular quadrennial readjustment of the pay for railroad transportation in the States mentioned for the ensuing four years, based on a reweighing, under orders to September 30, 1897, was an increase of $587,226.44, or 8.50 per cent, making the annual rate of expenditure in those States on July 1, 1897, $7,489,827.45.

The total annual rate of expenditure for railroad transportation was:

July 1, 1897	$30,788,882.02
September 30, 1897	30,787,458.56

The amount reported by the Auditor as withheld from the Pacific railroads on account of transportation is $1,312,023.08.

The appropriation for the current fiscal year is $29,000,000.

The amount estimated as necessary for the fiscal year ending June 30, 1899, is $30,350,000, being $1,350,000, or 4.65 per cent, more than the appropriation for the current fiscal year, and $150,000, or 0.49 per cent, more than the sum estimated for the same period.

Annual increase in cost of railroad transportation for the past ten years.

Fiscal year.	Annual expenditure.	Increase.	Per cent.
1887	$16,174,691.22		
1888	17,528,599.80	$1,353,908.58	8.37
1889	19,441,095.78	1,912,495.98	10.91
1890	20,869,231.55	1,428,135.77	7.34
1891	22,398,868.66	1,529,637.11	7.32
1892	24,196,329.71	1,797,461.05	8.02
1893	25,716,605.85	1,520,276.14	6.28
1894	27,153,091.16	1,436,485.31	5.58
1895	27,961,931.78	808,840.62	2.97
1896	28,941,880.47	979,948.69	3.50
1897	30,171,542.69	1,229,662.22	4.24

Annual increase in cost of railroad transportation and railroad post-office cars combined for the past ten years.

Fiscal year.	Annual expenditure.	Increase.	Per cent of increase.
1887	$18,056,272.00		
1888	19,524,959.15	$1,468,687.43	8.13
1889	21,639,613.33	2,114,654.18	10.83
1890	23,395,231.66	1,755,618.33	8.11
1891	25,183,713.82	1,788,482.16	7.64
1892	27,126,529.11	1,942,815.29	7.71
1893	28,910,195.30	1,783,666.19	6.57
1894	30,358,190.01	1,447,994.71	5.00
1895	31,205,342.58	847,152.57	2.79
1896	32,405,797.17	1,200,454.59	3.84
1897	33,876,521.19	1,470,724.02	4.53

SPECIAL FACILITIES.

In submitting the estimates for several years past this office has declined to include the item of "special facilities," for reasons heretofore stated, but appropriations have, however, been made.

The annual rate of expenditure for this service on June 30, 1897, was $170,932.50, and the sum was expended as shown in the following statement:

No. of route.	Termini.	Railroad company.	Miles.	Pay per annum.
109004	New York, N. Y., to Philadelphia, Pa.	Pennsylvania	90.65	$11,331.25
113001	Philadelphia, Pa., to Washington, D. C.	Philadelphia, Wilmington and Baltimore.	137.53	17,191.25
114002	Washington, D. C., to Lynchburg, Va.	Southern	173.13	21,755.00
114016	Lynchburg, Va., to Danville Junction (n. o.), Va.	do	65.52	8,217.50
118013	Danville Junction (n. o.), Va., to Atlanta, Ga.	do	409.40	51,175.00
121003	Atlanta, Ga., to West Point, Ga.	Atlanta and West Point	86.29	10,775.00
124001	West Point, Ga., to Montgomery, Ala.	Western Railway Co. of Alabama.	85.72	10,703.75
124012	Montgomery, Ala., to New Orleans, La.	Louisville and Nashville	318.27	39,783.75
	Total			170,932.50

The appropriation act of March 3, 1897, contained the following paragraph:

For necessary and special facilities on trunk lines from New York and Washington to Atlanta and New Orleans, one hundred and seventy-one thousand two hundred and thirty-eight dollars and seventy-five cents: *Provided*, That no part of the appropriation made by this paragraph shall be expended unless the Postmaster-General shall deem such expenditure necessary in order to promote the interest of the postal service. In the discretion of the Postmaster-General, any unexpended balance of the appropriation for the fiscal year ending June thirtieth, eighteen hundred and ninety-seven, for necessary and special facilities on trunk lines, may be used for other fast-mail facilities.

Under the authority contained in the last clause, orders were issued on June 17, 1897, providing for a daily fast train each way from July 1, 1897, to June 30, 1898, between Kansas City, Mo., and Newton, Kans., a distance of 201.02 miles on the line of the Atchison, Topeka and Santa Fe Railway, at an annual rate of expenditure of $25,000. This road was selected because, upon conference with members of the Senate and House committees and with officers of the Department, it was found that your predecessor had practically agreed that the additional appropriation provided in said act should be so applied.

The balance referred to above is reported by the Auditor to be $38,599.30.

The appropriation for the current fiscal year is $171,238.75.

No estimate is submitted for the next fiscal year.

The service in general will be better if the special facility appropriation is discontinued.

ELECTRIC AND CABLE CAR SERVICE.

The appropriation bill for last year made a separate item, for the first time, "for transportation of mail by electric and cable cars on routes not exceeding 20 miles in length." The sum appropriated was $150,000.

The amount expended was $139,734.81. The annual rate of expenditure on June 30, 1897, was $183,038.43.

The appropriation bill for the current year, approved March 3, 1897, reads as to this item as follows:

For inland transportation of mail by electric and cable cars on routes not exceeding twenty miles in length, two hundred and fifty thousand dollars: *Provided*, That the rate of compensation to be paid per mile shall not exceed the amount now received by companies performing said service; and the Postmaster-General shall report to Congress at its next regular session the prices paid for such service.

When this office came to apply this law, some difficulty was experienced in determining just what rates it contemplated should be paid, for the following reasons:

Electric and cable car mail service is divided into two classes: First. That in which the Department has the exclusive use of certain car space in which to transport the mail, handling and distributing it while in transit by employees of the Department. This may be called street postal-car service. Second. That in which the mails are carried in closed pouches in charge of employees of the car company, no distribution being made in transit. This is known as closed-pouch service.

On July 1, 1896, the Department had applied a uniform rate to all the street postal-car service then in operation, based on the space used and the miles traveled. There was little doubt that this was the rate for that class of service contemplated by the act of March 3, 1897, notwithstanding the fact that between the date on which that rate was applied and the date the law was enacted the Department had been enabled to secure some service for a short time at lower rates and in two cases gratuitously; but in respect of closed-pouch service there was more difficulty in determining the true intent of the law, because the greater part of the service in operation at the time said law was passed was not on any uniform basis as to rates, much of it having been established under special agreement in each case or as railroad mail service, according to weight, regardless of frequency of trips; but in establishing new service after July 1, 1896, and up to the time the law was enacted the Department had been applying a uniform rate, based on the distance traveled, and this was accepted as the rate intended by the law for that class of service.

This construction was affirmed by the Comptroller upon a case referred to him by the Auditor, and thereupon the compensation for all electric and cable car service was readjusted from July 1, 1897, on these uniform rates, subject, however, to special agreements at lower rates in a few cases of closed-pouch service where the value of the service rendered was not considered to warrant the payment of maximum rates.

The rates now in force are as follows:

SERVICE IN INDEPENDENT MOTOR CARS.

For space not exceeding 16 feet in length, full width of car, three-fourths of a cent per linear foot per mile traveled.

For additional space in excess of 16 feet in length, up to 20 feet, inclusive, three-eighths of a cent per linear foot per mile traveled.

For additional space in excess of 20 feet in length, three-sixteenths of a cent per linear foot per mile traveled.

SERVICE IN TRAILER CARS.

For space not exceeding 20 feet in length, full width of car, three-eighths of a cent per linear foot per mile traveled.

For additional space in excess of 20 feet in length, three-sixteenths of a cent per linear foot per mile traveled.

RATES FOR SERVICE IN CLOSED POUCHES (without reference to space).

	Annual pay.
For lines performing service not to exceed 2,000 car miles a year	$150.00
For lines performing over 2,000 and not to exceed 3,500 car miles a year	175.00
For lines performing over 3,500 and not to exceed 5,000 car miles a year	200.00
For lines performing over 5,000 and not to exceed 8,333 car miles a year	250.00
For lines performing over 8,333 car miles a year (per car mile)	.03

NOTE.—The above rates contemplate that the apartment cars shall be furnished with the necessary fixtures, lighted, heated, painted, and lettered, in accordance with

plans furnished by the Department, and include transportation in the mail apartment of clerks actually engaged in distribution, messengers accompanying registered mail, post-office inspectors in the discharge of their duties, and such carriers as are necessary for and actually engaged in "routing" mail; and will also include transportation of post-office inspectors and agents of the Post-Office Department in passenger cars actually carrying United States mail either in closed pouch or by trailer car or apartment.

Table F[1] accompanying this report gives in detail by routes all electric and cable car service in operation June 30, 1897, and Table F[2] the service in operation July 1, 1897.

The increase in annual expenditure resulting from readjusting this service on a uniform basis July 1, 1897, was $40,129.71.

The annual rate of expenditure for this service July 1, 1897, was $223,168.14, being within $27,000 of the appropriation for the current year. There are now on file in this office 139 applications for the establishment of new service of this character, most of them meritorious, the establishment of which in some cases would supersede star routes and thus improve the mail facilities at a small net increase in cost; but the limited amount of the appropriation renders it impossible to act on much of it during the current year. The sum estimated as necessary for the next fiscal year is $375,000, being $125,000 more than the appropriation for the current year.

It is estimated that if service were placed on the lines for which applications are now on file in this office, the annual rate for this class of service would be increased about $85,000.

RAILWAY MAIL SERVICE.

The details of the operation of the Railway Mail Service are set forth in the report of the General Superintendent made to this Bureau, to which your careful attention is invited. I will therefore merely mention briefly the following subjects:

Extent of service.—At the close of the last fiscal year there were 1,239 lines of traveling post-offices (railway, steamboat, and electric and cable cars), covering 161,988.27 miles in length; the number of clerks employed was 7,602; the annual miles of travel by them was 178,730,672; adding to this the closed-pouch, and express-pouch service, the grand total of miles traveled was 282,829,026. The number of whole cars or apartments in use or in reserve was 3,513.

Distribution.—The amount of mail handled was 11,571,540,680 pieces of ordinary matter, and 16,256,663 pieces of registered matter, besides 462,469,640 pieces of city mail distributed. The accuracy of the railway post-office clerks in distributing the mail is shown by the record last year of but one error to 11,960 pieces correctly distributed, an increase in proficiency of 21.51 per cent over the previous year. This is greatly to the credit of the clerks, and is exceedingly gratifying to the Department. It is shown that during the past ten years the amount of mail handled has increased 77.2 per cent, while the working force has increased but 48.6 per cent, and the pieces of mail handled correctly to each error in distribution has increased from 3,694 to 11,960.

Case examinations.—These are held to test the fitness of the clerks to accurately and properly distribute the mail which is assigned to them. There were 19,686 examinations of permanent clerks last year. They distributed 22,007,386 cards, of which 98.45 per cent were separated correctly. The probationary clerks in 1,392 examinations handled 1,234,052 cards, distributing 97.41 per cent of them correctly.

Casualties.—The record showing 589 casualties last year—14 clerks

killed, 33 seriously injured, and 75 slightly injured while on duty—is distressing. The number of deaths exceeds that of any other year in the history of the service, notwithstanding that great care has been exercised in later years to secure the best equipment possible in postal cars and to provide every safeguard against accidents. The General Superintendent of the Railway Mail Service urges legislative action for the relief of clerks injured and of the families of clerks killed while on duty, and submits the draft of a bill having that object in view. This is a subject deserving the closest attention of Congress to the end that some relief be afforded. If it should not be thought wise by the legislative body to adopt the bill in the form submitted, there should be, at least, no hesitation in the adoption of some plan which would include in its provisions the payment of the funeral expenses of those postal clerks who may be killed while employed in the Government service, limiting the amount to three months' pay.

Reclassification of the Railway Mail Service.—As this subject was before Congress at its last session and favorably passed upon by the Senate, I presume it will again be taken up by the next Congress. Attention is invited to the remarks of the General Superintendent on this subject in his report, in which I concur.

The remarkable progress in developing higher grades of service in railway post-offices in the past fifteen years shows conclusively the reasonableness of a demand for legislation recognizing the changed conditions. The salaries and classification of railway postal clerks have stood still during all these years of progress. Fifteen years ago there were crews of 5 men, now crews of 20 to 25 men with 6 postal cars and vastly more responsibility imposed on clerks in charge. Hence men of greater ability and experience are required. The salaries of men in railway postal cars are less than men of equal ability receive as postmasters in any of the principal post-offices of the country. The service is exacting, hazardous, and expensive—a physical and mental strain.

The salaries named in the bill seem altogether reasonable.

Improvements.—The new and improved service, in the way of full railway post-office cars and apartment cars last year, is one of the indications of advancement in this branch of the service, covering as it did 22,717 miles, a greater mileage than for any other year but one of the past seven years, and exceeding the average during that period by 5,836 miles.

Recommendations.—I approve of the General Superintendent's recommendations that that part of the distribution of city mail in the railway postal cars which is now done by clerks detailed from post-offices be assumed by the Railway Mail Service, and that the work now done in street postal cars in the cities by the railway postal clerks be assumed by clerks from the city post-offices under the supervision of the postmaster.

I also commend the legislation recommended by the General Superintendent to punish those persons who attempt to enter a postal car by violence, or who assault a railway postal clerk while in the discharge of his duties as such.

I concur in the renewal of the recommendation for legislation requiring publishers of newspapers to make such primary separation of their papers and periodicals for mailing as the Postmaster-General may direct.

I recommend the enactment of a law for the reclassification of the Railway Mail Service such as was passed by the Senate during its last session.

NEWSPAPER MAIL.

In connection with the subject of the proper disposition of second-class matter other than regular editions of daily newspapers, in order that the legitimate revenues of the Department may be increased, I invite your earnest attention to the possible increase of revenue by such a modification of the postal laws and regulations as will insure to the Government a monopoly of carrying legitimate second-class matter, as is now the case in regard to first-class matter. The excessive cost of carrying letters to sparcely settled districts, to the Pacific Coast, and to Alaska must be compensated for by the profit of carrying them for very short distances in the States and cities densely populated. There seems to be no good reason why the great bulk of legitimate newspapers carried by the Government at great loss to remote places should be permitted to be taken away from the mails by railroad and express companies whenever there is a short haul that would make the carriage of them profitable to the Government. The carriage of newspapers, packages, etc., by railroads and express companies may have been justified, perhaps, years ago, when the Railway Mail Service was less efficient; but with our present facilities, such as may easily be obtained, I am convinced that the Department can and should carry the great bulk of newspaper matter that has been for years withheld from the mails and sent in baggage cars and special express trains.

The necessity of increased revenue is so apparent that I resolved to make a notable test of this matter in the case which I will bring to your attention at some length.

For some time past, dating back eight or ten years, several of the leading Sunday papers in New York have combined together and have chartered a special train, leaving New York at 2.10 a. m., reaching Washington at 7.40 a. m., carrying an immense bulk of newspaper matter for intermediate points as well as for Washington. This train, while solely in charge of railway officials and newspaper men between New York and Washington, was carrying, I discovered, by permission of the Department, packages of newspapers which entered the mails at Washington, and were taken up regularly by the Railway Mail Service, and carried to points South and West, the weight of such matter being regularly certified to the postmaster at Washington.

For many reasons, this service appeared to me to be irregular and unsatisfactory.

An immense amount of second-class matter originating in New York is profitable to the Government on a short haul like this, while it is very unprofitable on a long haul to distant points.

The Department may not require railway companies to put on a special train without compensation therefor, but it has the right to require that mails shall be carried on every train regularly scheduled.

There was evidently enough business originating in New York to justify a train at this early hour in the morning. Therefore I felt justified, on behalf of the Department, in demanding the natural revenue that would accrue to the Department from legitimate mail service on such train. In the conference with the Pennsylvania Railroad it was arranged that, beginning October 10, 1897, this fast train should be regularly scheduled; that it should be open to all newspapers of the city of New York as well as to the few leading newspapers that heretofore had charge of it; that it should forward important mail which had accumulated after the 9 o'clock p. m. train had left, together with all of

the midnight collections of mail, so that it would become of importance to the Department not alone on account of the newspaper matter carried, but as well on account of the first-class matter which might be collected, as stated.

To insure the Government the revenue from this service I insisted that no express matter shall be given the same expedition as the mail.

This train was successfully run as a mail train October 10, 1897. The newspaper mail alone taken on at New York was 75,442 pounds, and at Philadelphia 11,368 pounds, in all 86,810 pounds, yielding a revenue to the Department, at 1 cent per pound, of $868.10. At this rate the net profit to the Government from this train would be $15,000 to $20,000 annually.

RAILWAY POST-OFFICE CARS.

The annual rate of expenditure for full railway post-office cars in service on—

June 30, 1897, was		$3,704,978.50
Number of routes		228
Length of routes	miles	39,493.58

Comparison with the previous year shows—

		Per ct.
Decrease in the number of routes		9 or 3.79
Increase in the length of routes	miles	1,800.56 or 4.55
Increase in the annual rate of expenditure		$241,061.80 or 6.95

The appropriation for the last fiscal year was $3,400,000. The sum reported by the Auditor as expended, so far as shown by accounts stated to September 30, 1897, is $3,360,869.82, leaving an unexpended balance of $39,130.18.

The annual rate of expenditure for railway post-office cars in the States of Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, Connecticut, New York, New Jersey, Pennsylvania, Delaware, Maryland, Virginia, and West Virginia on June 30, 1897, was $947,764.20. Under orders to September 30, 1897, there was an increase of $687.92 for service going into effect on July 1, 1897, making the annual rate of expenditure for this service in the States above named on that date $948,452.12.

The annual rate of expenditure was—

July 1, 1897	$3,770,138.17
September 30, 1897	3,815,507.27

The amount reported by the Auditor as withheld from the Pacific railroads on account of railway post-office car service is $265,549.24.

The appropriation for the current fiscal year is $3,600,000.

The amount estimated as necessary for the fiscal year ending June 30, 1899, is $3,870,000, an increase of $170,000, or 4.72 per cent, over the amount appropriated for the current fiscal year.

RAILWAY POST-OFFICE CLERKS.

The annual rate of expenditure for railway post-office clerks on—

June 30, 1897, was	$7,782,547.00
Number of clerks	7,602

Comparison with the previous year shows—

	Per ct.
Increase in the number of clerks	194 or 2.61
Increase in the annual rate of expenditure	$188,170 or 2.47

The appropriation for the last fiscal year was $7,739,000; the sum expended, as per Auditor's report, $7,729,838.39.

The appropriation for the current fiscal year is $8,100,000.

The amount estimated as necessary for the fiscal year ending June 30, 1899, is $8,467,000, being $367,000, or 4.53 per cent more than the appropriation for the current fiscal year.

MAIL EQUIPMENTS.

The total expenditure for mail bags, with their appurtenances and repair, during the year ended June 30, 1897, was $341,958.47; the appropriation was $345,000, leaving an unexpended balance of $3,041.53. For details see Table N.

The total expenditure for mail locks and keys, including repair of same, was $44,842.10; the appropriation was $45,000, leaving an unexpended balance of $157.90. For details see Table O.

The total expenditure for rent and maintenance of mail-bag and lock repair shop was $7,744.04, out of an appropriation of $8,500, leaving an unexpended balance of $755.96. For details see Table P.

Comparison with the previous year shows an increased expenditure of $72,130.79, or 26.73 per cent, for mail bags, etc.; of $5,774.72, or 14.78 per cent, for mail locks and keys, and a decreased expenditure of $117.02, or 1.48 per cent, for rent and maintenance of repair shop.

The appropriations for the current fiscal year are—

For mail bags, mail-bag catchers, etc	$320,000
For mail locks and keys, etc	45,000
For mail-bag and lock repair shop	8,500
Total	373,500

The amounts estimated as necessary for the fiscal year ending June 30, 1899, are—

For mail bags, etc	$275,000
For mail locks and keys, etc	48,000
For mail-bag and lock repair shop	8,500
Total	331,500

Being $42,000, or 11.24 per cent, less than the appropriation for the current fiscal year.

The sum asked for mail bags, etc., is $45,000, or 14.06 per cent, less and the amount estimated for mail locks and keys $3,000, or 6.66 per cent, more than the appropriation for the current fiscal year. The estimate for mail-bag and lock repair shop is the same.

The number of bags of all kinds purchased during the last fiscal year was 229,171, at a cost of $214,654.63.

The number of bags made in the shop during the past fiscal year was 9,170; the number repaired, 1,465,107, and the number condemned as unfit for further service, 111,466.

The number of bags and pouches handled at the Washington, D. C., storehouse was 7,197,603, and at the eight division depositories 24,598,828.

Contracts for pouches and sacks.—On December 15, 1896, an advertisement was issued inviting proposals for furnishing mail pouches and sacks of the several kinds specified for a term of four years, beginning April 1, 1897, to supersede the old contracts expiring the day previous, this being the regular quadrennial letting of contracts for such mail equipment. Bids were opened February 1, 1897, and awards made February 5. A complete list of the contracts expiring March 31 and of those taking effect April 1, 1897, showing names of contractors, articles,

and prices, appears in Table M of this report. The prices under the new contracts are very much lower. Based on the number of pouches and sacks furnished during last fiscal year, the new contracts will effect a saving of $48,348, or 22 per cent per annum.

The same table also shows the contracts made for supplies for the mail-equipment shops to be furnished during the current fiscal year, under the advertisement issued April 5, 1897, as well as the contracts for similar articles furnished last year, the contracts for such supplies being made for one year only.

Mail catchers.—There are 10,520 railroad stations in the United States at which mails are taken onto the trains by means of mail catchers and cranes while the train is in motion, and the bag of mail to be delivered is thrown from the car to the ground or platform. By this method the mail is often damaged or destroyed, and the safety of persons standing near is endangered. The need of some better system of exchanging mails at such points is apparent. In 1895 the Department advertised for devices for this purpose. Of thirty-five models submitted four were selected as the most meritorious, and in 1896 the various railroad companies were requested to adopt some one of the four. Subsequently questions arose as to the validity of certain patents involved and delays occurred. Recently, after additional tests, the Department selected two of the four devices as being satisfactory and presented to the railroad companies the choice of adopting either of them.

The following circular letter addressed to the railroad companies gives further information as to action taken:

POST-OFFICE DEPARTMENT,
SECOND ASSISTANT POSTMASTER-GENERAL,
Washington, October 1, 1897.

DEAR SIR: On the 11th of March, 1896, a circular was issued by the Post-Office Department, signed by James E. White, General Superintendent Railway Mail Service, a part of which I quote as follows:

"In February, 1895, the Department, as is customary at stated intervals, issued an advertisement, under which those who had constructed devices for the delivery and receipt of mail while the trains were in motion were invited to submit their inventions to the Department. A large number of such devices were submitted in accordance with the advertisement, and a committee was appointed by the Postmaster-General to examine them—to give them practical tests—for the purpose of determining whether any of them would fully meet the requirements of the Department by overcoming the defects in the present system of catching and delivering the mails.

"This committee was composed of experts who had grown up in the service and were, consequently, competent to determine the value of each device submitted. They traveled from point to point, after having examined all the devices, and selected those they believed would meet the exigencies of the service, and subjected those selected to practical test by placing them in position and experimenting with them with trains running at different rates of speed, starting with a low rate and running up to 60 miles per hour.

"Four of the devices submitted were found to work satisfactorily, no matter at what rate of speed the train was running or the weight of the mail which was suspended from the crane or discharged from the railway post-office. These four, which the Department has, after mature deliberation, decided meet the requirements of the service, are as follows:

"The Fleming mail catcher and deliverer. Address: The Fleming Mail Catcher Company, Erie, Pa.

"The Hauss mail catcher and crane. Address: The Hauss Iron Mail Crane Company, New Albany, Ind.

"The Winsor combined catcher and deliverer. Address: C. B. Winsor & Co., Jamestown, N. Y.

"The Ayars mail catcher and deliverer. Address: B. D. Ayars, Chester, Pa.

"In view of the fact that the present device does not afford that accuracy and security in delivery essential to the safety of the mails and to the lives and limbs of those who may be standing in close proximity to the point of delivery, and to the further fact that such casualties as have occurred on this account in the past have

involved the Department and the companies in considerable expense, which it is believed will be avoided by the substitution of one of the above devices for the one now in use, I am instructed by the honorable Postmaster-General to request you to adopt one of the four devices named above, and to substitute the one you adopt for those now in use as rapidly as renewals are required; that is to say, whenever a crane or catcher now in use becomes defective, that you will substitute for it the one of the four devices named that you decide to adopt."

Subsequent to the issuing of this circular certain questions arose as to the validity of one or more patents on devices recommended, which, in part at least, is responsible for the fact that as yet the railway companies have not been inclined to take action upon the recommendations of the Department, nor has the Department felt justified in insisting upon such action. The time has arrived when this office deems it very important that one of two devices which have proven themselves after additional tests to be satisfactory to the Department should be adopted with the least possible delay. These devices are the Fleming mail catcher and deliverer—address, the Fleming Mail Catcher Company, Erie, Pa.; and the Ayars mail catcher and deliverer—address, Chester, Pa.

The railway companies may select either device or a combination of the two devices, as they prefer.

The Government will not be liable for the payment of any royalty on the inventions recommended, but such royalty will be fully covered by an agreement entered into between the owners of the patents and the companies furnishing or using the invention.

It is proper to say that this office has endeavored to protect railway companies against excessive charges by requiring each of the companies named to file with this office, in writing, a very reasonable maximum price beyond which they will not go in their quotation of prices to railway companies desiring to purchase or use either or all of these devices. These maximum charges are strictly confidential in so far that one catcher company does not know the quotation of the other, but any railway company interested in ascertaining the maximum prices named in the paper confidentially filed in this office will be furnished the same on application.

The necessity of securing at once some better device for delivering mail from rapidly moving trains has so impressed itself upon this office in the past few months that prompt action becomes imperative.

Very respectfully,

W. S. SHALLENBERGER,
Second Assistant Postmaster-General.

Number of mail bags in use.—In order to ascertain approximately the number of mail bags of all kinds now in use, a statement has been carefully compiled from the records of purchases of pouches, sacks, and material for a long series of years, and from the total number has been deducted the articles condemned, together with a small percentage to cover losses in transit, etc.

The following table is believed to represent approximately the kind, size, and number of pouches and sacks in the service June 30, 1897, the average length of time they are used, the number to be replaced each year, and the cost of the number to be purchased in a year based on existing contract prices:

Articles.	Number in service June 30, 1897.	General average of duration of life.	Number to be replaced each year.	Cost, based upon existing contract rates.
		Years.		
Pouches:				
No. 2	64,664	11	5,878	$14,368.18
No. 3	62,467	11	5,679	11,698.74
No. 4	46,548	9	5,172	8,849.81
No. 5	11,979	9	1,331	1,746.41
Through registered pouches:				
No. 1	2,495	14	178	1,501.21
No. 2	3,836	14	274	1,883.41
Catcher pouches	29,146	6	4,858	6,962.49
Horse mail bags:				
No. 1	4,915	7	702	3,292.38
No. 2	1,456	7	208	863.20
No. 3	1,618	15	108	351.00
Sacks for second, third, and fourth class matter:				
No. 1	416,711	3	138,904	83,272.95
No. 2	61,608	4	15,402	7,352.91
No. 3	45,271	6	7,545	2,032.62

Kind, size, and number of pouches and sacks in the service June 30, 1897—Continued.

Articles.	Number in service June 30, 1897.	General average of duration of life.	Number to be replaced each year.	Cost, based upon existing contract rates.
		Years.		
Inner registered sacks:				
No. 1	57			
No. 2	2,951	7	421	284.17
No. 3	121	9	14	7.49
Foreign canvas sacks:				
No. 0	1,668	9	185	117.22
No. 1	15,356	8	1,919	1,002.68
No. 2	7,927	8	991	418.60
No. 3	12,595	8	1,575	471.55
Foreign registered sacks:				
No. 0	3,717	10	372	249.24
No. 1	9,403	10	940	336.05
No. 2	1,907	10	190	32.30
No. 3	2,483	10	248	27.28
Total	810,699		193,094	147,121.89

DIVISION OF INSPECTION.

This division is charged with the important duty of enforcing the proper performance of mail service for which the Department has contracted. To this end regular reports, at frequent intervals, are received from postmasters and other employees along the routes over which the mails are carried. Where failures or irregularities appear, such action is taken as may be required to correct them. Deductions are made from the pay of contractors, not as a source of revenue to the Department, but for the purpose of securing efficient service for the public.

The brief statement given below as to the deductions, fines, and remissions conveys no adequate idea of the importance of the results accomplished by the division of inspection.

The gross amount of deductions and fines from the pay of postal contractors and others under orders issued during the fiscal year ended June 30, 1897, was		$230,207.52
The amount of remissions on deductions on account of satisfactory explanation was	$39,935.08	
The amount of remissions of fines was	6,903.13	
		46,838.21
Leaving the net amount of deductions and fines under orders issued during the fiscal year ended June 30, 1897		183,369.31

The above amounts are classified as follows:

Deductions and fines:		
Railroad service		$160,657.32
Star service		43,833.04
Steamboat service		18,260.59
Mail messengers		2,775.87
Regulation, screen, or other wagon service		1,730.00
Electric and cable car service		79.28
Postal clerks		2,871.42
Total deductions and fines		230,207.52
Remissions:		
Railroad service	$43,987.63	
Star service	2,311.64	
Steamboat service	429.01	
Mail messengers	84.13	
Regulation, screen, or other wagon service	5.00	
Postal clerks	20.80	
		46,838.21
Leaving the net amount of deductions and fines under orders issued during the fiscal year		183,369.31

It is worthy of note that, as compared with the year ending June 30, 1896, there is a very large decrease in the gross amount of railroad fines and deductions, but a relatively larger decrease in remissions, the net amount of fines and deductions from the pay of railroad companies showing an increase of about $10,000.

The causes which make fines and deductions necessary are so many and various that it is generally difficult to draw conclusions from a mere comparison of figures, but it is safe to say that the material modifications of the regulations as set forth in the Postmaster-General's order, No. 382, dated June 13, 1896, account in a great measure for the marked changes in the figures for the year just ended.

The most important of the modifications referred to are those which discontinued the practice of deducting for failures to connect and require deductions for all service not actually performed.

FOREIGN MAILS.

The details of the foreign-mail service are given in the report of the Superintendent of Foreign Mails to this bureau, to which attention is invited.

The sum required to be paid on account of the transportation of foreign mails during the fiscal year ended June 30, 1897, was $1,791,170.42, distributed as follows:

Transatlantic service		$1,106,276.42
Transpacific service		179,132.70
Miscellaneous service		395,935.28
Panama Railroad Company		20,333.53
Sea post-office service		36,297.87
Sea conveyance from the United States of closed mail of foreign origin		44,716.53
Paid to foreign countries for the intermediary transit of closed mail of United States origin		239,791.85
Open mail of United States origin		23,982.46
Expense of United States agency at Shanghai		1,975.77
United States' share of maintaining the International Bureau at Berne, Switzerland, including subscription to the Journal l'Union Postale and the Universal Dictionary of Post-Offices		757.12
Aggregate cost		2,049,199.53
Less amount received for the intermediary transit of closed mail of foreign origin	$197,572.97	
For intermediary transit of open mails of foreign origin	52,810.03	
For carrying Cuban mails from Havana, Cuba, to Tampa, Fla	6,089.34	
Postage stamps sold and postage collected at United States postal agency, Shanghai	1,556.77	
		258,029.11
		1,791,170.42

The appropriation for the last fiscal year was $1,750,000 for transportation, which, with the sum of $75,000 added by the deficiency act of July 19, 1897, made $1,825,000 applicable for that purpose. The appropriation for balances due foreign countries was $120,000. The sums expended, as shown by the Auditor's report, under accounts stated to September 30, 1897, were $1,703,018.77 for transportation, and $107,080.42 for balances due foreign countries.

The appropriation for the current fiscal year for foreign mail transportation is $1,836,000, and for balances due foreign countries, $142,000. In the amount for transportation is included not exceeding $80,000 additional compensation to the Oceanic Steamship Company, and not exceeding $40,000 for transferring the foreign mail from incoming ships in New York Bay.

The amounts estimated as necessary for the fiscal year ending June 30, 1899, are:

For transportation	$1,901,260
For balances due foreign countries	142,000

TRANSFER OF MAIL IN NEW YORK HARBOR.

The appropriation bill approved last March authorized an expenditure of "not exceeding forty thousand dollars for transferring the foreign mail from incoming steamships in New York Bay to the several steamship and railway piers, and between the steamship piers in New York City and Jersey City and the post-office and railroad stations." This was pursuant to the recommendation of this office in order that a special mail steamer might be secured to meet incoming ocean steamships at Quarantine in New York Harbor, receive the mails from them, and transfer the same as quickly as practicable to the New York post-office and to the several railroad stations; the mail to be separated on the steamer while in transit, so that as much as possible of the through mail might be forwarded by the first outgoing train, avoiding the delay and labor of handling it in the New York post-office.

This appropriation having been granted, an advertisement was issued inviting proposals for providing and running a steamer suitably fitted up for that purpose. A contract was made with the Starin Transportation Lines, by the terms of which that company keeps a steamer in constant readiness day and night to meet all incoming mail steamships of the American Line, the Cunard, Hamburg-American, North German Lloyd, Generale Transatlantique, and White Star lines immediately upon their arrival at quarantine and to transfer the mails to piers within easy reach of the New York post-office and the several railroad stations; the contractor fitting up and furnishing the steamer in the manner prescribed by the Department, furnishing laborers for handling the mail under the direction of the employees of the Department, and providing an extra steamer when necessary for the prompt performance of the service. The contract covers a term of four years beginning July 1, 1897, the compensation being $29,740 a year. The introduction of this new feature has been attended with very gratifying results, as will be seen from the following letter from the postmaster at New York:

POST-OFFICE, *New York, N. Y., September 30, 1897.*

SIR: With reference to the mail-transfer service by steamboat *Peekskill*, inaugurated on July 1 last, I have to report that the results so far have shown a considerable improvement on the old method, and as the working of this new system becomes more systematic and regular with the experience which at first was lacking, as in all entirely new departures, there is every reason to expect the very best and quickest service in receiving mails at this port and dispatching same to destination without undue delays.

To illustrate the benefits of this transfer service, steamers of the Cunard Line and of the White Star Line, which usually carry the heaviest mails, were selected, with the following results:

In 1895 seven White Star steamers and seven Cunard steamers brought to this port 12,924 mails during the months of July and August, and the total time elapsed between the receipt of these mails and their dispatch to the principal exchange offices in the United States, Canada, and Mexico was seven hundred and fifty-one hours and eight minutes, counting from the time of arrival of steamers at Quarantine.

In 1897, under the new system and during the same period, July and August, seven steamers of the Cunard Line and seven of the White Star Line brought to this port 14,551 mails, and the total time elapsed between the receipt of these mails on board the tender *Peekskill* at Quarantine and their dispatch to destination from the various depots was but four hundred and forty-seven hours and twenty-seven minutes, thus showing that under the new system 1,627 mails more were handled in

three hundred and three hours and forty-one minutes less time. The average figures for each arrival show that although 116 more mails were received by each of these steamers in 1897 the mails were sent to their destinations twenty-one hours and forty-one minute sooner than under the old system.

These figures speak for themselves, but as before stated, there is no doubt that even these will be improved upon in the near future, and that this service will recommend itself as one of the greatest improvements in the postal service and remain a permanent part thereof.

Very respectfully,

C. VAN COTT, *Postmaster.*

Hon. W. S. SHALLENBERGER,
Second Assistant Postmaster-General, Washington, D. C.

THE UNIVERSAL POSTAL UNION.

The fifth Universal Postal Congress was in session in this city from May 5 to June 15, 1897. Fifty-six countries were represented, there having been 105 persons in the congress. An interesting account of the congress is given by the Superintendent of Foreign Mails in his annual report. The conventions and arrangements concluded by the Congress of Washington will go into effect January 1, 1899, at which time the Universal Postal Union will include every government in the world.

MISCELLANEOUS ITEMS FOR THIS OFFICE.

Appropriation for fiscal year ended June 30, 1897	$1,000.00
Amount expended	992.52
Appropriation for current fiscal year	1,000.00
Amount estimated as necessary for the fiscal year ending June 30, 1899	1,000.00

EXPENDITURES, APPROPRIATIONS, AND ESTIMATES.

The following statement shows the expenditures for the past fiscal year, as reported by the Auditor, as shown by accounts stated to September 30, 1897, the appropriation for the current fiscal year, and estimates of amounts required for the next fiscal year, for each item of appropriation:

	Expenditures, fiscal year ended June 30, 1897.	Appropriations, fiscal year ending June 30, 1898.	Estimates, fiscal year ending June 30, 1899.
Star service, including special offices	$5,313,300.97	$5,450,000.00	$5,495,000.00
Steamboat service	399,990.59	400,000.00	470,000.00
Wagon routes (in cities)	705,260.25	710,000.00	750,000.00
Railroad transportation	28,878,390.11	29,000,000.00	30,350,000.00
Railway post-office cars	3,360,869.82	3,600,000.00	3,870,000.00
Railway post-office clerks	7,729,838.39	8,100,000.00	8,467,000.00
Mail-messenger service	950,233.04	*a* 1,000,000.00	950,000.00
Pneumatic tubes service			225,000.00
Electric and cable cars	139,734.81	250,000.00	375,000.00
Necessary and special facilities on trunk lines	158,014.92	171,238.75 *b* 38,599.30	
Mail equipments	391,468.98	373,500.00	331,500.00
Rental of canceling machines		7,500.00	9,500.00
Miscellaneous expenses	992.52	1,000.00	1,000.00
Total inland service	48,028,094.35	49,101,838.05	51,294,000.00
Foreign mail transportation	1,703,018.77	1,836,000.00	1,901,268.00
Oceanic Steamship Company	80,000.00		
Balance due foreign countries	107,080.42	142,000.00	142,000.00
	49,918,193.54	51,079,838.05	53,337,268.00

a This includes $150,000 for pneumatic tubes.

b Unexpended balance of appropriation for year ending June 30, 1897, made available by appropriation act of March 3, 1897.

INCREASE IN EXPENDITURES FOR MAIL TRANSPORTATION.

The following table shows the aggregate expenditures for all items under the supervision of this Office (including foreign mails) by fiscal years from 1888 to 1897, inclusive, as shown by the Auditor's annual reports, the increase in amount, and the per cent of increase for each year over the preceding year:

Year.	Expenditures.	Increased expenditure over preceding year.	Per cent.
1888	29,900,328.79	$1,444,786.89	5.07
1889	2,672,322.40	2,771,993.61	9.27
1890	34,688,131.61	2,015,809.21	6.17
1891	37,490,073.53	2,801,941.92	8.07
1892	39,708,598.95	2,218,525.42	5.91
1893	42,328,825.44	2,620,226.49	6.60
1894	44,694,264.01	2,365,438.57	5.58
1895	45,541,921.27	847,657.26	1.89
1896	47,710,827.42	2,168,906.15	4.76
1897	49,918,193.34	2,207,365.92	4.62

From the above it will be seen that the increase in expenditures last year over the preceding year was 4.62 per cent, being a smaller per cent of increase than for any other year, with one exception, of the last ten years.

The aggregate of appropriations for this office for the current year is $51,041,238.75; the probable deficiency is $500,000, making the estimated expenditures this year $51,541,238.75. This will be $1,623,045.41, or 3.25 per cent more than for 1897.

The estimate for next year is $53,337,260, which is $1,796,021, or 3.36 per cent more than the estimated expenditure for the current year.

CLERICAL FORCE.

The number of officers, clerks, and employees provided for this office (including the Foreign Mail Office) by the legislative, executive, and judicial appropriation act for the current fiscal year is 115, and the amount of their salaries is $164,180, which is substantially the same as was provided last year. The estimate submitted for next year is the same. A comparison with 1883 shows that during the past fourteen years the working force has been increased but 4.54 per cent in number and 2.97 per cent in aggregate amount of salaries, while the volume of business transacted, as indicated by the growth of mail-transportation mileage in this country, has increased during the same period 99 per cent.

TABLES APPENDED.

Accompanying this report and as a part thereof are 25 tabulated statements, which contain in a concise form a great deal of information and interesting matter relating to mail transportation. They are briefly described as follows:

TABLE A.—Comparison between the annual rates of expenditure at the close of the two preceding years, the appropriation for the current year, and the estimate for next year.

TABLE B.—Statement showing, by States and contract sections, the length of routes, annual rate of expenditure, and distance traveled in each class of service.

TABLE C.—All railroad and railway post-office car service in operation, shown in detail by States and routes.

TABLE D.—All steamboat service in operation, shown by States and routes.

TABLE E.—Regulation, screen, or other wagon service, in detail by States and routes.

TABLE F¹.—All electric and cable car service in operation June 30, 1897; and

TABLE F².—All electric and cable car service in operation July 1, 1897, showing details as to each route.

TABLE G.—Statement of service by classes, showing the extent of service in operation June 30, 1897, and 1896, respectively, the increase or decrease, and the percentage of increase or decrease.

TABLE H.—Statement of weights of mails, speed, accommodations for mails, pay, etc., on railroad routes on which the pay was readjusted.

TABLE I.—Statistics of railroad mail service from 1836 to 1897.

TABLE K.—Increases and decreases in each class of service, by States.

TABLE L.—Statement showing deductions and fines imposed and remissions made on pay of contractors.

TABLE M.—Statement of contracts for mail equipments made or in effect during last fiscal year.

TABLE N.—Itemized statement of the number, prices, and cost of all mail bags, and the cost of wages, cotton canvas, leather, and other material paid for last year out of the appropriation for mail bags, etc.

TABLE O.—Expenditures for supplying the service with mail locks and keys.

TABLE P.—Expenditures for repair shop for mail equipment.

TABLE Q.—Number and kind of bags repaired and made in the equipment shop.

TABLE R.—Itemized statement of work done in the mail-lock shop last year, and a contrast of the cost of the same with the cost under the last contract.

TABLE S.—Expenditures for mail bags 1877 to 1897, compared with growth of the service as indicated by other statistics.

TABLE T.—Mail bags received at and issued from the mail-bag storehouse in this city last year.

TABLE U.—Mail bags repaired and condemned 1890 to 1897.

TABLE V.—Mail bags used at the New York post-office last year.

TABLE W.—Mail equipment used in the eight grand depository post-offices.

TABLE X.—Work done at the mail-bag-repair shop.

TABLE Y.—Number and kinds of bags handled in the mail-bag storehouse.

It gives me a great deal of satisfaction to bear testimony to the fidelity and efficiency of the clerical force of this Bureau, which is charged with the responsibility of directing the disbursement of fifty millions annually.

Since the civil service law was enacted in 1883, the work of the Bureau has increased in round numbers 100 per cent, while the aggregate amount of salaries paid has increased less than 3 per cent.

I have the honor to remain, very respectfully, yours,

W. S. SHALLENBERGER,
Second Assistant Postmaster-General.

Hon. JAMES A. GARY,
Postmaster-General.

Items.	Annual rate of expenditure, June 30, 1896.	Annual rate of expenditure, June 30, 1897.	Percentage of increase or decrease in annual rate of expenditure from 1896 to 1897.		Appropriation for 1898.	Percentage of increase or decrease in appropriation for 1898 as to annual rate of expenditure for 1897.		Estimate for 1899.	Percentage of increase or decrease in estimate for 1899 as to appropriation for 1898.	
			Increase.	Decrease.		Increase.	Decrease.		Increase.	Decrease.
Transportation by star routes	$5,884,511.53½	$5,363,903.41½		8.84	$5,450,000.00	1.60		$5,495,000.00	0.82	
Transportation by steamboat routes	418,779.53	426,389.55	1.81		400,000 00		6.59	470,000.00	17.50	
Transportation by railroad routes	28,941,880.47	30,171,542.69	4.24		a 29,000,000.00		4.03	30,350,000.00	4.65	
Transportation by regulation screen, or other wagon service		703,876.00			710,000.00	.87		750,000.00	5.63	
Transportation by electric and cable car service		183,038.48			250,000.00	36.58		375,000.00	50	
Railway post-office car service	3 463,916.70	3,704,978.50	6.95		3,600,000.00		2.83	3,870,000.00	7.50	
Railway post-office clerks	7,594,377.00	7,782,547.00	2.47		8,100,000.00	4.07		8,467,000.00	4.53	
Mail-messenger service	1,175,888.19	941,364.41		19.94	1,000,000.00	6.22		950,000.00		5
Pneumatic-tube service								225,000.00		
Necessary and special facilities on trunk lines	171,238 75	170,932.50		.17	171,238.75					
Mail bags, mail-bag catchers, etc	269,827.68	341,958.47	26.93		320,000.00		6.42	275,000.00		14.06
Mail locks and keys, etc	39,067.38	44,842.10	14.78		45,000.00			48,000.00	6.66	
Repair shop for mail equipments	7,861.06	7,744.02			8,500.00		9.76	8,500.00		
Miscellaneous items, office of Second Assistant Postmaster-General	b 492.20	b 992.52	101.64		1,000.00			1,000.00		
Rental of canceling machines for use on postal cars					7,500.00			9,500.00	26.66	
Foreign mail service:										
Transportation	b 1,509,250.17	b 1,703,018.77	12.83		1,836,000.00	7.80		1,901,260.00	3.55	
Balance due foreign countries	b 113,223.08	b 121,981.23	7.73		142,000.00	16.41		142,000.00		
Oceanic Steamship Co										
Total	49,590,313.74½	51,669,109.60½	4.19		51,041,238.75		1.21	53,337,260.00	4.49	

a One million two hundred thousand dollars less than amount estimated.

b Reported by Auditor, as per accounts stated, to September 30, 1897.

B.—*Table of star, special office, steamboat, railroad, mail-messenger, regulation, screen, or other wagon service and electric and cable car service in operation June 30, 1897.*

[The entire service on each route is included in the amount opposite the State under which the route is numbered, though the route may extend into other States.]

States and Territories.	Star service.			Special office service.		Steamboat service.			States and Territories.
	Length of routes.	Annual rate of expenditure.	Distance traveled per annum.	Length of routes.	Distance traveled per annum.	Length of routes.	Annual rate of expenditure.	Distance traveled per annum.	
	Miles.	*Dollars.*	*Miles.*	*Miles.*	*Miles.*	*Miles.*	*Dollars.*	*Miles.*	
Maine	3,863.93	112,585.34	2,443,704.08	129.27	40,332.24	848.26	14,609.37	178,849.96	Me.
New Hampshire	1,232	36,892.85	801,433.36	7.76	2,421.12	55	1,075.83	12,046.32	N. H.
Vermont	1,558.59	45,190.81½	1,080,074.76	9.30	2,901.60				Vt.
Massachusetts	1,185.81	48,631.45	1,018,465.28	15.52	4,842.24	92	13,775.00	71,102.72	Mass.
Rhode Island	214.37	10,707.06	190,675.68	1.25	390	45	11,666.00	45,110	R. I.
Connecticut	802.14	31,834.27	629,779.28	3	936				Conn.
New York	7,889.49	233,478.77	5,198,060.89	153.25	47,814	158.35	11,459.36	78,988	N. Y.
New Jersey	968.33	37,938.23	723,760.96	50.38	15,718.56				N. J
Pennsylvania	9,607.54	278,265.14	5,924,696.96	72.07	44,971.68				Pa.
Delaware	330.95	9,492.29	215,712.64						Del.
Maryland	2,597.89	72,364.04	1,628,542.12	44.08	13,752.96	1,838.62	21,079.74	698,097 76	Md.
Virginia	10,811.32	202,349.88	5,890,517.29	200.74	62,630.88	772.08	42,968.24	392 163 32	Va.
West Virginia	6,581.28	110,947.11	2,794,211.44	71	22,152				W. Va.
	47,643.64	1,230,677.24½	28,539,634.74	757.62	258,863.28	3,809.31	116,653.54	1,476,358.08	
North Carolina	10,576.18	143,691.93	4,729,237.60	123.12	38,413.44	355	6,301.00	124,072	N. C.
South Carolina	4,180.07	59,580.15	1,932,625.76	147.25	45,942	110.50	3,460.00	47,424	S. C
Georgia	7,653.39	109,617.76	3,372,593.12	291.05	90,807.60	34	2,287.00	28,704	Ga.
Florida	3,357.95	56,106.94	1,285,601.20	112.50	23,400	892.25	82,784.86	348,792.08	Fla.
Alabama	9,500.06	131,967.34	3,936,611.12	79.50	16,536	23.75	2,100.00	17,290	Ala.
Mississippi	7,880.56	112,739.52½	3,319,473.04	147.58	30,696.64	85	2,377.00	33,228	Miss.
Tennessee	9,805.92	148,463.29	4,829,656	87.38	18,175.04	22.50	572.00	14,040	Tenn.
Kentucky	9,834.77	161,918.81	4,759,112.64	54	11,232	477.65	26,368.26	258,102	Ky.
	62,788.90	924,085.74½	28,155,910.48	1,042.38	275,202.72	2,000.65	126,250.12	871,652.08	
Ohio	6,942.68	166,672.91½	4,139,509.92	25.50	7,956				Ohio.
Indiana	5,046.78	110,489.64	2,924,178.40	42	13,104				Ind.
Illinois	4,432.26	100,834.17	2,456,847.12	52.75	16,458				Ill.
Michigan	5,126.83	114,049.40	2,696,557.04	105.50	32,916	322.75	8,330.37	91,448	Mich.
Wisconsin	5,939.01	115,812.04	2,743,126.88	85.25	26,598	129.25	2,740.00	40,669.50	Wis.
Minnesota	5,850.99	93,375.40	2,155,766.08	342	106,704	89	1,056.00	8,484.32	Minn.
Iowa	4,476.48	90,467.87	2,315,840.80	75.50	23,556				Iowa.
Missouri	11,427.81	211,848.25	5,942,526.72	111	34,632	261	2,548.00	27,144	Mo.
	49,242.84	1,003,549.68½	25,374,352.96	839.50	261,924	802	14,674.37	167,745.82	

Louisiana	9,019.97		1,811,719.20	130	43,364	626.75	20,806.00	197,028		La.
Texas	4,516.13		7,760,810.78	355.75	73,190	23	300.00	7,170		Tex.
Indian Territory	17,490.31		1,180,617.36	213.50	66,612					Ind. T.
Oklahoma	2,830.50		1,887,002	110.25	37,206					Okla.
Kansas	4,116.12		2,330,614.64	27.75	7,215					Kans.
Nebraska	5,524.03		1,966,582.08	57.50	11,960					Nebr.
South Dakota	4,988		1,564,138.16	75	9,750					S. Dak.
North Dakota	4,583.42		1,098,396.40	128	10,968					N. Dak.
Montana	3,358.73		1,470,856.96	102	21,216					Mont.
Wyoming	4,165.23		1,230,871.28	205	42,640					Wyo.
Colorado	3,725.93		1,632,590.96	213.50	44,408					Colo.
New Mexico	4,064.82		1,274,381.36	35	7,280					N. Mex.
Arizona	3,431.90		938,612.48	136.50	28,392					Ariz.
Utah	2,939.32		1,069,504.04	18.75	3,900					Utah.
Idaho	2,345.16		1,627,019.68	152.25	31,668					Idaho.
Washington	3,807.09		1,191,653.84	127.50	26,520					Wash.
Oregon	8,128.45		2,722,293.44	215.75	44,876					Oreg.
Nevada	6,847.13		1,067,448.48	125.25	31,668					Nev.
California	3,822.46		4,446,211.10	711.25	147,940					Cal.
Alaska	9,805.85		18,644	15	1,560	652.50	16,599.58	136,724		Alaska.
	1,174					6,406	8,356.40	45,594		
	105,923.60	2,205,590.74½	42,053,517.42	3,301.25	742,001	10,662.35	108,811.52	1,234,067.52		
	265,588.98	5,363,903.41½	124,125,415.60	5,940.75	1,537,991	17,274.31	426,389.55	3,749,823.50		
Total										

B.—*Table of star, special office, steamboat, railroad, mail-messenger, regulation, screen, or other wagon service and electric and cable car service in operation June 30, 1897*—Continued.

[The entire service on each route is included in the amount opposite the State under which the route is numbered, though the route may extend into other States.]

States and Territories.	Railroad service.					Mail-messenger service.			States and Territories.
	Length of routes.	Annual rate of expenditure for transportation.	Annual rate of expenditure for railway post-office cars.	Annual rate of expenditure for railroad service.	Distance traveled per annum.	Length of routes.	Annual rate of expenditure.	Distance traveled per annum.	
	Miles.	*Dollars.*	*Dollars.*	*Dollars.*	*Miles.*	*Miles.*	*Dollars.*	*Miles.*	
Maine	1,632.11	218,097.00	16,352.50	234,449.50	2,256,948.51	121.63	17,422.90	189,290.40	Me.
New Hampshire	921.63	111,389.31	5,215.00	116,604.31	1,693,846.75	94.49	14,352.50	155,918.88	N. H.
Vermont	895.95	141,092.52	17,618.00	158,710.52	1,802,147.53	51.92	8,940.22	89,682.32	Vt.
Massachusetts	2,252.56	604,131.24	87,952.50	692,083.74	8,684,747.17	167.05	40,642.00	407,527.12	Mass.
Rhode Island	258.45	58,767.68	10,869.25	69,636.93	817,601.12	17.45	4,710.00	54,588.96	R. I.
Connecticut	1,118.44	355,202.92	52,845.55	408,048.47	3,488,337.40	99.22	23,127.41	247,404.56	Conn.
New York	7,763.95	2,068,489.75	279,855.10	2,348,344.85	20,361,152.92	621.02	112,288.51	1,570,366.72	N. Y.
New Jersey	1,799.84	433,096.75	60,956.50	494,053.25	6,292,782.43	143.16	28,290.91	359,260.72	N. J.
Pennsylvania	7,084.05	1,408,166.57	184,202.25	1,592,368.82	15,999,461.47	521.90	91,998.89	953,065.36	Pa.
Delaware	318.56	37,292.07	.....	37,292.07	497,992.52	22.38	2,549.48	29,894.80	Del.
Maryland	1,567.29	655,625.79	97,266.00	752,891.79	6,755,444.06	77.94	12,908.36	127,652.72	Md.
Virginia	4,245.23	673,121.73	119,136.55	792,258.28	6,538,172.23	172.98	20,178.88	248,439.36	Va.
West Virginia	1,190.26	138,127.68	15,495.00	153,622.68	1,635,691.35	47.08	9,650.04	85,538.96	W.Va.
	31,048.32	6,902,601.01	947,764.20	7,850,365.21	76,824,325.76	2,158.22	387,060.10	4,518,630.88	
North Carolina	3,629.69	644,265.67	75,939.00	720,204.67	4,762,239.60	79.37	8,522.13	101,395.84	N. C.
South Carolina	2,270.49	287,085.29	20,039.00	307,124.29	3,113,104.54	44.09	5,845.88	58,518.72	S. C.
Georgia	5,723.94	694,398.38	44,388.30	738,786.68	7,899,721.40	80.99	9,877.72	113,698	Ga.
Florida	2,356.66	216,655.13	3,106.00	219,761.13	2,695,153.55	76.84	13,328.60	97,795.36	Fla.
Alabama	2,736.27	362,012.90	47,087.00	409,099.90	3,417,440.46	68.19	10,595.49	96,075.20	Ala.
Mississippi	3,221.06	433,087.36	33,966.10	467,053.46	4,934,590.31	51.01	8,627.97	72,417.28	Miss.
Tennessee	2,134.47	277,326.54	27,251.75	304,578.29	2,902,565.20	71.80	9,275.37	112,009.04	Tenn.
Kentucky	3,547.51	641,016.63	86,156.85	727,173.48	6,035,566.30	86.31	15,169.53	139,695.92	Ky.
	25,619.19	3,555,847.90	337,934.00	3,893,781.90	35,760,381.36	558.80	81,242.69	791,605.36	
Ohio	11,308.68	3,697,224.46	690,492.95	4,387,717.41	24,609,541.33	426.12	67,875.42	783,800.16	Ohio.
Indiana	4,869.19	1,087,927.07	198,697.60	1,286,624.67	10,188,37[illegible]93	195.15	33,365.04	370,442.80	Ind.
Illinois	10,193.87	1,944,709.22	289,910.00	2,234,619.22	18,417,262.53	189.13	40,656.42	399,009.52	Ill.
Michigan	6,593.45	928,750.22	64,875.80	993,626.02	10,738,939.61	203.97	36,045.37	411,743.28	Mich.
Wisconsin	6,147.95	928,519.88	96,819.90	1,025,339.78	8,820,238.07	157.32	30,474.96	303,197.44	Wis.
Minnesota	8,059.71	1,192,393.11	113,402.05	1,305,795.16	8,962,276.94	95.58	20,268.08	166,805.60	Minn.
Iowa	8,325.29	1,193,633.16	150,301.55	1,343,939.71	10,460,991	157.53	33,6[illegible]6.34	314,971.28	Iowa.
Missouri	7,876.91	1,620,434.26	262,488.10	1,882,922.36	12,422,919.71	127.70	23,672.71	254,126.08	Mo.
	63,375.05	12,594,596.38	1,906,987.95	14,461,584.33	104,620,544.12	1,552.50	286,024.34	3,004,096.16	

Kansas	9,185.43	1,116,541.45	91,692.80	1,228,234.25	9,430,785.73	184.80	36,008.02	326,722.24		Kans.
Nebraska	6,936.51	1,461,827.09	206,895.50	1,666,712.50	8,983,680.80	65.59	17,014.91	133,318.64		Nebr.
South Dakota	1,429.56	126,024.33		126,024.33	1,105,922.40	19.66	4,958.88	20,812.64		S.Dak.
North Dakota	2,155.05	233,906.45	6,069.00	240,064.45	1,410,138.56	19.61	4,185.30	25,258.48		N.Dak
Montana	1,390.79	97,084.82		97,084.82	1,074,287.87	27.28	6,697.25	34,509.28		Mont.
Wyoming	1,069.73	204,350.07	27,064.50	231,414.57	747,064.48	2.82	808.00	4,652.96		Wyo.
Colorado	3,707.53	443,473.62	13,900.00	457,373.62	4,213,921.80	37.92	11,634.40	63,741.60		Colo.
New Mexico	1,222.88	141,480.14		141,480.14	1,341,545.92	9.96	2,134.00	14,038.96		N.Mex
Arizona	1,044.86	111,633.12		111,633.12	888,952.48	5.08	1,238.00	7,150.56		Ariz.
Utah	1,454.58	164,424.09		164,424.09	1,450,422.21	44.71	6,047.05	58,572.80		Utah.
Idaho	229.28	15,486.25		15,486.25	172,175.12	10.82	3,007.35	12,032.80		Idaho.
Washington	2,696.96	277,934.06		277,934.06	2,282,126.29	64.74	14,584.60	77,537.20		Wash.
Oregon	1,369.53	221,663.45	28,787.50	250,450.95	1,223,220.12	40.65	6,844.58	63,585.60		Oreg.
Nevada	610.70	37,457.61		37,457.61	322,774.52	2.16	636.00	2,152.80		Nev.
California	4,939.48	987,724.10	134,298.40	1,122,022.50	6,991,586.01	3	22,655.94	224,558.88		Cal.
Alaska							500.00	2,184		Alaska
	53,432.67	7,118,497.40	552,292.35	7,670,789.75	55,985,105.47	920.39	187,037.28	1,473,696.64		
Total	173,475.23	30,171,542.69	3,704,978.50	33,876,521.19	273,190,356.71	5,189.71	941,364.41	9,786,029.04		

B.—*Table of star, special office, steamboat, railroad, mail-messenger, regulation, screen, or other wagon service and electric and cable car service in operation June 30, 1897*—Continued.

[The entire service on each route is included in the amount opposite the State under which the route is numbered, though the route may extend into other States.]

States and Territories.	Regulation, screen, or other wagon service.			Electric and cable car service.			Total service.			States and Territories.
	Length of routes.	Annual rate of expenditure.	Distance traveled per annum.	Length of routes.	Annual rate of expenditure.	Distance traveled per annum.	Total length of routes.	Total annual rate of expenditure.	Total distance traveled per annum.	
	Miles.	*Dollars.*	*Miles.*	*Miles.*	*Dollars.*	*Miles.*	*Miles.*	*Dollars.*	*Miles.*	
Maine	3.01	1,643.00	10,457.20	17.80	767.29	28,598.81	6,616.01	381,477.40	5,148,181.20	Me.
New Hampshire	.85	1,650.00	8,965.84				2,311.73	170,575.49	2,674,632.27	N. H.
Vermont	.63	600.00	3,996.72				2,516.39	213,441.55½	2,978,802.93	Vt.
Massachusetts	13.21	42,043.00	148,677.53	76.73	22,584.84	284,821.54	3,802.88	859,760.03	10,620,183.60	Mass.
Rhode Island	2.99	2,760.00	8,910.72	6	256.50	4,404	545.51	99,736.49	1,121,680.48	R. I.
Connecticut	16.71	8,722.00	160,074.16	48.36	2,534.22	100,879.80	2,087.87	474,266.37	4,627,411.20	Conn.
New York	377.29	223,797.00	1,577,301.32	152.66	41,437.82	810,251.08	17,116.01	2,970,806.31	29,643,934.93	N. Y.
New Jersey	20.31	7,630.00	131,896.50	29.78	1,954.80	65,457.41	3,011.80	569,867.19	7,588,876.58	N. J.
Pennsylvania	77.63	66,498.00	311,412.25	147.01	27,134.28	656,006.88	17,510.20	2,056,265.13	23,889,614.60	Pa.
Delaware	4.38	1,140.00	8,122.20				676.27	50,473.84	751,722.46	Del.
Maryland	74.05	39,320.00	201,605.51	64.97	35,251.44	855,325.74	6,264.84	933,815.37	9,780,420.87	Md.
Virginia	24.90	7,745.00	186,948.32	6.22	265.90	7,674.76	16,233.47	1,065,786.18	13,326,546.16	Va.
West Virginia	2.40	525.00	6,536.40	9.24	200.00	31,172.80	7,901.26	274,944.83	4,575,302.95	W.Va.
	618.36	404,073.00	2,764,904.67	558.77	132,387.09	2,344,592.82	86,594.24	10,121,216.18½	116,727,310.23	
North Carolina	7.30	3,045.00	22,069.61	7		5,544	14,777.66	881,764.73	9,782,972.09	N. C.
South Carolina	10.22	3,566.00	25,537.20				6,762.62	379,576.32	5,223,152.22	S. C.
Georgia	11.71	6,382.00	35,071.82	7.75	331.41	4,870.20	13,801.93	867,232.57	11,545,466.14	Ga.
Florida	2.23	2,032.00	11,596.23	2.12	90.68	1,327.12	6,800.55	374,104.16	4,463,665.54	Fla.
Alabama	2.77	1,820.00	11,434.28				12,410.54	555,582.73	7,495,387.06	Ala.
Mississippi	1.46	1,089.00	4,394.52				11,386.67	591,886.95½	8,394,799.79	Miss.
Tennessee	37.56	9,460.00	87,181.12	20.95	895.59	28,830.02	12,180.58	473,244.54	7,992,456.42	Tenn.
Kentucky	14.49	8,159.00	56,188.28	20.73	1,031.75	56,309.64	14,035.46	939,820.83	11,307,206.78	Ky.
	87.74	35,553.00	253,473.06	58.55	2,349.38	96,880.98	92,156.01	5,063,262.83½	66,205,106.04	
Ohio	73.32	40,840.00	281,093.79	141.20	10,311.24	344,497.77	18,917.50	4,673,416.98½	30,166,398.97	Ohio.
Indiana	20.87	10,459.00	93,195.97				10,173.99	1,440,938.35	13,589,296.10	Ind.
Illinois	376.64	89,004.00	635,274.08	32.73	11,497.52	160,279.08	15,277.38	2,476,611.33	22,085,130.33	Ill.
Michigan	41.66	15,707.00	135,339.81	4.33	185.10	5,446.20	12,398.49	1,167,943.26	14,112,389.94	Mich.
Wisconsin	25.61	11,283.00	82,971.72				12,484.39	1,185,649.78	12,016,801.61	Wis.
Minnesota	16.68	8,963.00	89,420.76	10.58	452.29		14,464.54	1,430,909.93	11,480,457.70	Minn.
Iowa	23.23	10,437.00	75,468.12	14.50	1,116.85	51,829.80	13,072.53	1,479,627.77	13,242,657	Iowa.
Missouri	59.04	25,285.00	183,813.96	45.81	8,932.61	108,922.56	19,909.27	2,155,208.93	18,974,085.03	Mo.
	637.05	211,978.00	1,576,578.21	249.15	32,495.61	670,975.41	116,698.09	16,010,306.33½	135,676,216.68	

Arkansas	3.24	2,802.00	14,848.96				11,649.40	818,702.93	5,679,925.18	Ark.
Louisiana	58.59	7,647.00	66,552.16				7,495.84	330,140.38½	4,162,678.16	La.
Texas	8.71	4,100.00	84,166.04	5.93	253.50	8,041.08	27,312.03	1,420,868.05	17,899,510.26	Tex.
Indian Territory							3,668.58	78,421.94	1,699,748.26	Ind.T.
Oklahoma							4,678.53	115,378.18	2,974,415.19	Okla.
Kansas	23.39	7,955.00	60,258.68				14,924.95	1,352,926.30	12,164,596.29	Kans.
Nebraska	5.08	4,912.00	29,184.80	26.60	1,702.56	71,105.24	12,078.28	1,746,707.32	11,185,711.06	Nebr.
South Dakota							6,107.65	291,432.55	2,700,623.20	S.Dak.
North Dakota							5,661.39	298,511.71	2,553,746.44	N.Dak.
Montana	2.80	1,272.00	11,284	1.12	419.00	1,635.20	5,698.70	207,772.43	2,622,780.81	Mont.
Wyoming							5,003.48	325,744.85	2,025,218.70	Wyo.
Colorado				36.89	1,577.02	58,888.75	8,060.66	578,791.61	6,013,550.51	Colo.
New Mexico							4,699.76	212,868.38	2,637,246.24	N.Mex.
Arizona							4,125.76	192,381.27	1,963,407.52	Ariz.
Utah	3.45	1,472.00	8,199.36	7.14	300.00	9,681.84	3,673.79	298,435.83	2,600,281.25	Utah.
Idaho							4,199.44	143,029.01	1,842,896.60	Idaho
Washington	8.31	2,350.00	8,134.22	36.14	1,398.97	40,249.80	8,193.71	453,529.03	4,167,025.11	Wash.
Oregon	19.58	6,000.00	25,329.85	22.10	1,026.33	43,883.71	8,710.48	466,222.58	4,228,482.48	Oreg.
Nevada							4,560.57	123,437.13	1,424,063.80	Nev.
California	56.58	14,262.00	156,677.09	30.52	9,157.97	105,237.88	16,303.23	1,463,317.14	12,208,924.85	Cal.
Alaska							7,598	14,613.40	67,962	Alaska
	178.03	52,272.00	414,734.85	165.44	15,806.35	338,723.50	174,583.73	10,300,307.64	102,241,846.40	
Total	1,521.18	703,876.00	5,009,690.79	1,031.91	183,038.43	3,451,172.71	470,032.07	41,496,092.99	420,850,479.35	
Railway post-office clerks								7,782,547.00		
Mail equipments								394,544.61		
Necessary and special facilities on trunk lines								170,932.50		
Special office service								18,957.53		
Aggregate								49,862,074.08½		

C.—*Railroad Mail Service and railway post-office cars as in operation June 30, 1897.*

Number of route.	State and termini.	Title of company.	Length of route.	Pay per mile for transportation.	Annual rate of pay for transportation.	Average number of trips per week.	Authorized mileage, railway post-office cars.	Pay per mile for railway post-office cars.	Annual rate of pay for railway post-office cars.	Lines of railway post-office cars authorized.	Remarks.
	MAINE.		*Miles.*	*Dollars.*	*Dollars.*		*Miles.*	*Dollars.*	*Dollars.*		
101001	Vacant.										
101002	Newport and Foxcroft	Maine Central R. R. Co	29.92	89.78	2,686.21	12					
101003	Farmington and Brunswick	do	67.72	129.11	8,743.32	14.63					
101004	Belfast and Burnham	do	38.53	119.70	4,013.54	18					
101005	Portland and Skowhegan	do	102.06	152.19	15,532.51	19.97					
101006	Portland and Bangor	do	137.15	459.14	62,971.05	28.85	135.00	100.00	13,500.00	2 lines 60 feet.	
101007	Portland, Me., and Norton Mills, Vt.	Atlantic and St. Lawrence Rwy. Co.	166.04	159.89	26,548.13	13.57					
101008	Portland, Me., and Rochester, N. H.	Portland and Rochester R. R.	54.47	153.05	8,336.63	14.73					
101009	Milo Junction and Katahdin Iron Works.	Bangor and Aroostook R. R. Co.	18.98	42.75	811.39	6.50					
101010	Portland, Me., and Fabyan House, N. H.	Maine Central R. R. Co	89.52	132.53	11,864.08	7.20					
101011	Brunswick and Bath	do	9.09	171.00	1,554.39	34					
101012	Bangor and Vanceboro	do	114.86	222.30	25,533.37	17.38	114.10	25.00	2,852.50	1 line 40 feet.	
101013	Bangor and Bucksport	do	20.54	87.21	1,791.29	12					
101014	Oldtown and Greenville Junction.	Bangor and Aroostook R. R. Co.	76.66	94.05	7,209.87	6					
101015	Bath and Rockland	Maine Central R. R. Co	48.20	141.93	6,841.02	19					
101016	Houlton and New Brunswick Line (n. o.).	Canadian Pacific Rwy. Co	4.00	66.69	266.76	18					
101017	Calais and Princeton	St. Croix and Penobscot R. R. Co.	21.28	42.75	909.72	6					
101018	Oakland and Bingham	Somerset Rwy. Co	41.72	76.95	3,210.35	15.60					
101019	Mechanic Falls and Rumford Falls.	Portland and Rumford Falls Rwy. Co.	41.86	87.21	3,650.61	12					
101020	Farmington and Phillips	Sandy River R. R. Co	18.38	57.29	1,052.99	15					
101021	Lewiston and Lewiston Junction.	Lewiston and Auburn Rwy. Co.	5.50	50.45	277.47	15					
101022	Bridgton Junction (n. o.) and Bridgton.	Bridgton and Saco River R. R. Co.	16.14	49.59	800.38	18					
101023	Monson Junction (n. o.) and Monson.	Monson R. R. Co	6.42	42.75	274.45	18					
101024	Bangor and Mount Desert Ferry.	Maine Central R. R. Co	43.27	134.24	5,808.56	12					
101025	Strong Station (n. o.) and Kingfield.	Franklin and Megantic R. R. Co.	15.18	42.75	648.94	6					

101026	Hartland and Pittsfield	Sebasticook and Moosehead R. R. Co.	8.33	42.75	356.10	12					
101027	Kennebunk Port Station (n. o.) and Kennebunk Station (n. o.).	Boston and Maine R. R	4.67	45.32	211.64	27					
101028	Kittery Junction (n. o.) and York Beach.	do	11.28	49.59	559.37	12					
101029	Vacant.										
101030	Greenville and Boundary Line (n. o.).	Canadian Pacific Rwy. Co	68.30	42.75	2,919.82	6					
101031	Togus and Randolph	Kennebec Central R. R. Co	5.10	47.03	239.85	18					
101032	Phillips and Rangeley	Phillips and Rangeley R. R. Co.	28.86	42.75	1,233.76	6					
101033	Union and West Warren	Georges Valley R. R. Co	8.24	42.75	352.26	18					
101034	Brownville and Houlton	Bangor and Aroostook R. R. Co.	95.03		4,062.53	6					Agreement.
101035	Mechanic Falls and Poland Spring Junction (n. o.).	Portland and Rumford Falls Rwy.	11.80		504.45	6					Do.
101036	Vacant.										
101037	Fort Fairfield and Fort Fairfield Junction (n. o.).	Bangor and Aroostook R. R. Co.	14.01		450.00	6					Do.
101038	Caribou and Houlton	do	61.63		2,000.00	6					Do.
101039	Kingfield and Carrabassett	Franklin and Megantic R. R. Co.	9.62		250.00	6					Do.
101040	Albion and Wiscasset	Wiscasset and Quebec R. R. Co.	44.56		1,303.68	12					Do.
101041	Rumford Falls and Byron	Rumford Falls and Rangeley Lakes R. R. Co.	15.74		500.00	6					Do.
101042	Vacant.										
101043	Vacant.										
101044	Ashland Junction (n. o.) and Ashland.	Bangor and Aroostook R. R. Co.	43.35		1,000.00	6					Do.
101045	Byron and Bemis	Rumford Falls and Rangeley Lakes R. R. Co.	12.89	42.75	551.04	6					
101046	Vacant.										
101047	Patten and Patten Junction (n. o.).	Patten and Sherman R. R. Co.	6.21	42.75	265.47	6					
			1,632.11		218,097.00				16,352.50		
	NEW HAMPSHIRE.										
102001	Concord and Nashua	Boston and Maine R. R	35.75	331.74	11,859.70	43.49	34.90	50.00	1,745.00	2 lines 40 feet.	
102002	Concord and Portsmouth	do	59.07	112.31	6,616.43	9.69					
102003	Manchester and North Weare.	do	19.90	78.66	1,565.33	12					
102004	Hookset and Center Barnstead.	do	24.81	79.52	1,972.80	12					
102005	Beecher Falls, Vt., and Coos, N. H.	Maine Central R. R. Co	22.81	64.13	1,462.80	12					
102006	Groveton Junction (n. o.) and Concord.	Boston and Maine R. R	146.10	157.32	22,984.45	25.62					
102007	Fabyan House and Wing Road (n. o.).	do	13.55	66.69	903.64	24					

C.—*Railroad Mail Service and railway post-office cars as in operation June 30, 1897*—Continued.

Number of route.	State and termini.	Title of company.	Length of route.	Pay per mile for transportation.	Annual rate of pay for transportation.	Average number of trips per week.	Authorized mileage, railway post-office cars.	Pay per mile for railway post-office cars.	Annual rate of pay for railway post-office cars.	Lines of railway post-office cars authorized.	Remarks.
	NEW HAMPSHIRE—continued.		*Miles.*	*Dollars.*	*Dollars.*		*Miles.*	*Dollars.*	*Dollars.*		
102008	Concord, N. H., and White River Junction, Vt.	Boston and Maine R. R	69.40	237.69	16,495.68	18	69.40	50 00	3,470.00	2 lines 40 feet.	
102009	Concord and Claremont Junction.	do	56.54	82.08	4,640.80	13.34					
102010	Contoocook and Peterboro	do	32.72	61.56	2,014.24	15.99					
102011	Nashua and Keene	do	55.08	88.92	4,897.71	14.50					
102012	Rochester, N. H., and Worcester, Mass.	do	94.29	151.34	14,269.84	25.02					
102013	Dover and Alton Bay	do	28.55	88.92	2,538.66	16.90					
102014	Conway Junction (n. o.), Me., and North Conway, N H.	do	71.80	132.53	9,515.65	14.53					
102015	Wolfboro Junction and Wolfboro.	do	12.09	49.59	599.54	12					
102016	Portsmouth and Dover	do	11.83	46.17	546.19	18					
102017	Fabyan House, N. H., and South Lunenburg, Vt.	Maine Central R. R. Co	20.62	88.07	1,816.00	6					
102018	Whitefield Junction (n. o.) and Jefferson.	Boston and Maine R. R	12.39	42.75	529.67	12					
102019	Belmont and Tilton	do	6.84	42.75	292.41	18					
102020	Franklin and Bristol	do	13.42	55.58	745.88	12					
102021	Rollingsford (n. o.) and Somersworth.	do	2.67	54.72	146.10	30					
102022	Plymouth and Lincoln	do	21.70	48.74	1,057.65	15					
102023	Meadows and Berlin	do	21.51	42.75	919.55	6					
102024	Alton Bay and Lakeport	do	17.53	42.75	749.40	6					
102025	Quebec Junction (n. o.) and North Stratford Station (n o.).	Maine Central R. R. Co	32.40	42.75	1,385.10	9					
102026	Franklin Junction (n. o.) and Tilton.	Boston and Maine R. R	5.30	42.75	226.57	13.13					
102027	New Boston and Parkers Station (n. o.).	do	5.46	42.75	233.41	12					
102028	North Weare and Henniker	do	7.50	53.87	404.02	12					
			921.63		111,389.31				5,215.00		

	VERMONT.										
103001	Wilmington, Vt., and Hoosac Tunnel Station (n. o.), Mass.	Hoosac Tunnel and Wilmington R. R.	24.21	42.75	1,034.97	6					
103002	Windsor, Vt., and Rouses Point, N. Y.	Central Vermont R. R. Co.	158.73	223.16	35,422.18	26.76	134.50	50.00	6,725 00	2 lines 40 feet.	R. P O Windsor to St Albans.
103003	Burlington and Essex Junction.	.....do	8.59	174.42	1,498.27	26.76	8.00	25.00	200.00	1 line 40 feet ..	
103004	Bellows Falls and Windsor..	Boston and Maine R. R	25.50	292.41	7,456.45	24	25.17	50.00	1,258 50	2 lines 40 feet .	
103005	Brattleboro and Bellows Falls.	.....do	24.17	292.41	7,067.54	24	23.69	50.00	1,184.50	2 lines 40 feet .	
103006	St. Albans and Canada Line (n. o.).	Central Vermont R. R. Co...	17.36	139.37	2,419.46	18					
103007	St. Albans and Richford.....	.....do	28.73	95.76	2,751.18	12					
103008	Leicester Junction and Addison Junction.	Rutland R. R. Co.....	15.82	42.75	676.30	6					
103009	Richford and Newport	Canadian Pacific Rwy. Co ..	31.63	68.40	2,163.49	13.25					
103010	White River Junction and Derby Line.	Boston and Maine R. R	112.69	218.88	24,665.58	20.87	105.15	50.00	5,257.50	2 lines 40 feet .	R. P. O. White River Junction to Newport.
103011	South Lunenburg and Swanton.	.....do	118.56	101.75	12,068.48	12					
103012	Wells River and Montpelier.	Montpelier and Wells River R. R.	38.87	111.15	4,320.40	12					
103013	White River Junction and Woodstock.	Woodstock R. R Co	14.49	63.27	916.78	18					
103014	Burlington and Cambridge Junction.	Central Vermont R. R. Co...	34.55	108.59	3,751.78	12					
103015	Rutland and Bennington....	Bennington and Rutland Rwy. Co.	57.34	174.12	9,984.04	25.20					
103016	Brattleboro and South Londonderry.	Central Vermont R. R. Co...	36.40	57.29	2,085.35	9					
103017	Montpelier Junction (n. o.) and Williamstown.	.....do	15.07	64.13	966.43	18.73					
103018	North Bennington and State Line (n. o.)	Bennington and Rutland Rwy. Co.	2.02	182.12	367.88	22					
103019	Barre and Junction (n. o.)...	Montpelier and Wells River R R.	4.22	42.75	180.40	6					
103020	Bristol and New Haven Depot (n. o.).	Bristol R. R. Co	6.59	45.22	298.65	12					
103021	Bellows Falls and Burlington.	Rutland R. R. Co.....	120.41	174.42	21,001.91	26.76	119.70	25.00	2,992.50	1 line 40 feet ..	
			895.95		141,092.52				17,618.00		
	MASSACHUSETTS.										
104001	Boston, Mass., and Portland, Me.	Boston and Maine R. R	109.26	660.92	72,212.11	56.76	108.30	100.00	10,830.00	2 lines 60 feet.	
104002	Boston and West Lynn (n. o.)	.....do	12.00	80.37	964.44	32.55					
104003	Salem and Rockport.....	.....do	19.60	96.62	1,893.75	16.80					
104004	Salem and Marblehead	.....do	4.17	43.61	181.85	24					

C.—*Railroad Mail Service and railway post office cars as in operation June 30, 1897*—Continued.

Number of route.	State and termini.	Title of company.	Length of route.	Pay per mile for transportation.	Annual rate of pay for transportation.	Average number of trips per week.	Authorized mileage, railway post-office cars.	Pay per mile for railway post-office cars.	Annual rate of pay for railway post-office cars.	Lines of railway post-office cars authorized.	Remarks.
	MASSACHUSETTS—continued.		*Miles.*	*Dollars*	*Dollars.*		*Miles.*	*Dollars.*	*Dollars.*		
104005	Salem and Lawrence	Boston and Maine R. R.	21.69	45.32	982.99	24.21					
104006	Franklin, Mass., and Valley Falls, R. I.	New England R. R. Co	14.46	42.75	618.16	12					
104007	Salisbury and Amesbury	Boston and Maine R. R	3.27	116.28	380.23	36					
104008	Wenham Depot and Essex	do	6.30	42.75	269.32	12					
104009	Lynn and Marblehead	do	5.01	47.88	239.87	16.90					
104010	Wakefield and Peabody	do	8.06	42.75	344.56	13.48					
104011	Boston, Mass., and Portland, Me.	do	115.33	239.40	27,610.00	33.11	114.50	50.00	5,725.00	2 lines 40 feet.	
104012	Boston and Medford	do	5.31	59.85	317.80	33					
104013	Georgetown and Haverhill	do	7.31	44.46	325.00	28.35					
104014	Wakefield Junction (n. o.) and Newburyport.	do	30.80	122.27	3,765.91	19.64					
104015	Newton Junction, N. H., and Merrimac, Mass.	do	4.85	46.17	223.92	21					
104016	Boston, Mass., and Nashua, N. H.	do	40.62	353.12	14,343.73	98.03	39.76	50.00	1,988.00	2 lines 40 feet.	
104017	Lowell and Lawrence	do	13.25	44.46	589.09	28.87					
104018	Winchester and Woburn	do	2.46	65.84	161.96	60					
104019	Somerville Station (n. o) and North Billerica.	do	19.74	58.14	1,147.68	26.66					
104020	Ayer and Lowell	do	16.31	66.69	1,087.71	12					
104021	Boston, Mass., and Troy, N. Y.	Fitchburg R. R. Co	190.85	253.08	48,300.31	47.63	49.60 141.25	50.00 25.00	6,011.25	2 lines 40 feet. 1 line 40 feet.	Boston to Fitchburg. Fitchburg, Mass., to Troy, N. Y.
104022	Bellingham, Mass., and Woonsocket, R. I.	New England R. R. Co	7.45	95.76	713.41	12					
104023	South Acton and Marlboro	Fitchburg R. R. Co	12.69	46.17	585.89	24.57					
104024	Ayer, Mass., and Greenville, N. H.	do	23.88	82.94	1,980.60	12					
104025	Boston, Mass., and Albany, N. Y.	Boston and Albany R. R. Co.	202.10		250,332.83	83.22	98.63 103.47	300.00 150.00	45,109.50	3 lines 60 feet and 3 lines 55 feet. 2 lines 60 feet and 1 line 55 feet.	Boston to Springfield. Springfield, Mass. to Albany, N. Y.
104026	Millbury Junction (n. o) and Millbury.	do	3.25	42.75	138.93	12					

104027	Auburndale Station (n. o.) and Newton Lower Falls.	.....do		2.14	42.75	91.48	30				
104028	South Framingham and Milford.	.....do		12.48	65.84	821.68	24				
104029	Pittsfield and North Adams	.....do		21.88	88.07	1,882.92	30				
104030	Palmer and Winchendon	.....do		50.16	43.61	2,187.47	14.89				
104031	North Brookfield and East Brookfield.	.....do		4.46	50.45	225.00	33				
104032	Harrison Square (n. o.) and Mattapan.	New York, New Haven and Hartford R. R. Co.		4.19	66.69	279.43	7.33				
104033	Cook Street Station (n. o.) and Bellingham.	New England R. R. Co.		22.64	56.43	1,277.57	28.69				
104034	North Grafton Station (n. o.) and Milford	Grafton and Upton R. R. Co.		16.44	67.55	1,110.52	21.54				
104035	Boston, Mass., and Providence, R. I.	New York, New Haven and Hartford R. R. Co.		43.98	.....	27,905.74	155.26	43.98	175.00	7,696.50	2 lines 60 feet; 1 line 55 feet; ½ line 60 feet.
104036	Boston and Attleboro	.....do		34.09 2.75	56.43 3.42	1,933.09	31.88				Lap service—Islington Junction (n. o.) to Norwood Central (n. o.)—2.75 miles.
104037	Canton Junction (n. o.) and Stoughton.	.....do		3.94	56.43	222.33	30				
104038	Boston and South Braintree	.....do		11.41	342.00	3,902.22	226.41	11.26	50.00	563.00	2 lines 40 feet.
104039	Middleboro, Mass., and Newport, R. I.	.....do		38.66	68.40	2,644.84	21.95				
104040	South Abington Station and Bridgewater.	.....do		8.12	42.75	347.13	23.50				
104041	South Braintree and Provincetown.	.....do		109.02	175.28	19,109.02	21.57	108.74	50.00	5,437.00	2 lines 40 feet.
104042	Vacant.										
104043	Attleboro and Middleboro	.....do		22.11	52.16	1,153.25	19.06				
104044	South Braintree and Fall River.	.....do		39.75	135.95	5,404.01	42.09				
104045	Buzzards Bay and Woods Holl.	.....do		17.79	88.07	1,566.76	12				
104046	South Braintree and Plymouth.	.....do		26.67	135.09	3,602.85	39.49				
104047	Sterling Junction and Pratts Junction.	.....do		4.83	71.82	346.89	18				
104048	Yarmouth Junction (n. o.) and Hyannis.	.....do		3.54	44.46	157.38	24				
104049	South Framingham and Lowell.	.....do		28.65	118.85	3,405.05	12				
104050	Fairhaven and Tremont Junction (n. o.).	.....do		15.26	64.13	978.62	12				
104051	New Bedford and Fitchburg.	.....do		92.16	118.85	10,953.21	36.62				
104052	East Thompson, Conn., and Southbridge, Mass.	New England R. R. Co		17.75	69.26	1,229.36	22				
104053	Vacant.										
104054	Vacant.										

C.—*Railroad Mail Service and railway post-office cars in operation June 30, 1897*—Continued.

Number of route.	State and termini.	Title of company.	Length of route.	Pay per mile for transportation.	Annual rate of pay for transportation.	Average number of trips per week.	Authorized mileage, railway post-office cars.	Pay per mile for railway post-office cars.	Annual rate of pay for railway post-office cars.	Lines of railway post-office cars authorized.	Remarks.
	MASSACHUSETTS—continued.		*Miles.*	*Dollars.*	*Dollars.*		*Miles.*	*Dollars.*	*Dollars.*		
104055	Fitchburg, Mass., and Bellows Falls, Vt.	Fitchburg R. R. Co	64.58	179.55	11,595.33	24	64.01	25.00	1,600.25	1 line 40 feet	
104056	South Vernon Junction (n. o.), Mass., and Keene, N. H.	Boston and Maine R. R.	23.93	77.81	1,861.99	12					
104057	Worcester Station (n. o.) and Winchendon.	Fitchburg R. R. Co	36.42	108.59	3,954.84	12					
104058	Winchendon, Mass., and Peterboro, N. H.	do	16.54	59.85	989.91	12					
104059	Milford and Bellingham	New England R. R. Co	4.64	44.46	206.29	18					
104060	Milford and Ashland	do	12.02	42.75	513.85	9.40					
104061	Vacant.										
104062	Brattleboro, Vt., and New London, Conn.	Central Vermont R. R. Co	121.48	147.06	17,864.84	23.46	10.00	50.00	500.00	2 lines 40 feet	R. P. O. Brattleboro to South Vernon Junction (n. o.).
104063	Lawrence, Mass., and Manchester, N. H.	Boston and Maine R. R.	27.14	111.15	3,016.61	15.31					
104064	Braintree Junction (n. o.) and Kingston Station (n. o.).	New York, New Haven and Hartford R. R. Co.	32.18	116.28	3,741.89	26.48					
104065	Atlantic and East Milton	do	2.30	42.75	98.32	18					
104066	Spencer and South Spencer (n. o.).	Boston and Albany R. R. Co.	2.18	58.14	126.74	30					
104067	Springfield and South Vernon Junction (n. o.).	Boston and Maine R. R	49.84	312.93	15,596.43	30.77	49.84	50.00	2,492.00	2 lines 40 feet	
104068	Springfield and Athol	Boston and Albany R. R. Co.	47.93	74.39	3,565.51	12					
101069	Holyoke and Westfield	New York, New Haven and Hartford R. R. Co.	10.54	42.75	450.58	15					
104070	Ashburnham Junction (n. o.) and Ashburnham.	Fitchburg R. R. Co	2.71	47.88	129.75	24					
104071	Van Deusen and State Line.	New York, New Haven and Hartford R. R. Co.	10.56	43.61	460.52	13.47					
104072	Vacant.										
104073	Readville and Dedham	New York, New Haven and Hartford R. R. Co.	2.35	45.32	106.50	36					
104074	Boston and Riverside Junction (n. o.).	Boston and Albany R. R. Co.	12.19	132.53	1,615.54	56.36					
104075	Bellingham and Franklin	New England R. R. Co	5.84	42.75	249.66	18					
104076	North Abington and Hanover.	New York, New Haven and Hartford R. R. Co.	7.94	56.48	448.05	23.91					

104077	Mount Tom and Easthampton Station (n. o.)	Boston and Maine R. R. Co..	3.25	42.75	138.93	21	.....	.....	.....	.....
104078	Boston and Winthrop.....	Boston, Revere Beach and Lynn R. R. Co.	4.70	53.87	253.18	24	.....	.....	.....	.....
104079	Orient Heights (n. o.) and Revere.	.....do	1.82	45.32	82.48	24	.....	.....	.....	.....
104080	Boston and Northampton ...	Boston and Maine R. R.....	104.17	101.75	10,599.20	17.52	.....	.....	.....	.....
104081	Chatham Station (n. o.) and Harwich Junction (n. o.).	New York, New Haven and Hartford R. R. Co.	7.04	44.46	312.99	12	.....	.....	.....	.....
104082	Lowell Junction (n. o.) and Lowell Station (n. o.).	Boston and Maine R. R.....	8.50	42.75	363.37	9	.....	.....	.....	.....
104083	Northampton and Shelburne Falls.	New York, New Haven and Hartford R. R. Co.	23.97	48.74	1,168.29	12	.....	.....	.....	.....
104084	Vacant.									
104085	Montvale Junction (n. o.) and Stoneham.	Boston and Maine R. R.....	2.52	54.72	137.89	48	.....	.....	.....	.....
104086	Chicopee Junction (n. o.) and Chicopee Falls.	.....do	2.38	53.01	126.16	33	.....	.....	.....	.....
104087	Squannacook Junction (n. o.), Mass., and Brookline, N. H.	Fitchburg R. R. Co	13.57	42.75	580.11	12	.....	.....	.....	.....
104088	Plymouth and Middleboro..	New York, New Haven and Hartford R. R. Co.	16.79	42.75	717.77	15	.....	.....	.....	.....
104089	Peabody and North Reading	Boston and Maine R. R.....	9.55	42.75	408.26	18	.....	.....	.....	.....
104090	North Cambridge Junction. (n. o.) and Waltham.	Fitchburg R. R. Co	6.60	.....	200.00	6	.....	.....	.....	.....
104091	Vacant.									
104092	Vacant.									
104093	Vacant.									
104094	Vacant.									
			2,252.56		604,131.24				87,952.50	
	RHODE ISLAND.									
105001	Providence, R. I., and Worcester Station (n. o.), Mass.	New York, New Haven and Hartford R. R. Co.	43.40	149.63	6,493.94	46.63	.....	.....	.....	.....
105002	Providence, R. I., and New London, Conn.	.....do	62.32	.....	40,288.63	35.85	62.11	175.00	10,869.25	2 lines 60 feet; 1 line 55 feet; ½ line 60 feet.
105003	Providence, R. I., and Willimantic, Conn.	New England R. R. Co.....	58.66	98.33	5,768.03	25.04	.....	.....	.....	.....
105004	Providence and Bristol.....	New York, New Haven and Hartford R. R. Co.	14.86	89.78	1,334.13	27.56	.....	.....	.....	.....
105005	Warren, R. I., and Fall River, Mass.	.....do	9.14	70.11	640.80	30	.....	.....	.....	.....
105006	Providence and Pascoag....	New England R. R. Co.	23.17	84.65	1,961.34	24.25	.....	.....	.....	.....
105007	West Kingston and Narragansett Pier.	Narragansett Pier R. R. Co.	8.72	64.98	566.62	18	.....	.....	.....	.....
105008	Auburn Station (n. o.) and Hope.	New York, New Haven and Hartford R. R. Co.	10.65	50.45	537.29	28.24	.....	.....	.....	.....

C.—*Railroad Mail Service and railway post-office cars as in operation June 30, 1897*—Continued.

Number of route.	State and termini.	Title of company.	Length of route.	Pay per mile for transportation.	Annual rate of pay for transportation.	Average number of trips per week.	Authorized mileage, railway post-office cars.	Pay per mile for railway post-office cars.	Annual rate of pay for railway post-office cars.	Lines of railway post-office cars authorized.	Remarks.
	RHODE ISLAND—continued.		*Miles.*	*Dollars.*	*Dollars.*		*Miles.*	*Dollars.*	*Dollars.*		
105009	Wood River Junction (n. o) and Hope Valley.	Wood River Branch R. R. Co.	5.95	42.75	254.36	19.86					
105010	Auburn Station (n. o.) and Buttonwoods.	New York, New Haven and Hartford R. R. Co.	9.58	42.75	409.54	12					
105011	Woonsocket and Harrisville.	New England R. R. Co	12.00	42.75	513.00	13.83					
105012	Vacant.										
			258.45		58,767.68				10,869.25		
	CONNECTICUT.										
106001	Norwich, Conn., and Worcester Station (n. o.), Mass.	New England R. R. Co	59.78	129.96	7,769.00	26.82					
106002	New Britain and Berlin Junction (n. o.).	New York, New Haven and Hartford R. R. Co.	3.00	66.69	200.07	37					
106003	Middletown and Berlin Depot (n. o.).	do	11.26	64.98	731.67	24					
106004	New Haven and New London.	do	51.17		34,261.90	51.10	50.97	175.00	8,919.75	2 lines 60 feet; 1 line 55 feet; 1 line 60 feet.	
106005	New York, N. Y., and Springfield, Mass.	do	135.72		202,302.29	77.85	73.22 62.50	390.00 190.00	40,430.80	4 lines 60 feet; 3 lines 55 feet; 1 line 50 feet. 1 line 60 feet; 2 lines 55 feet; 1 line 50 feet.	New York, N. Y., to New Haven, Conn. New Haven, Conn., to Springfield, Mass.
106006	Waterbury and Watertown.	do	6.42	49.59	318.36	12					
106007	Boston, Mass., and Hopewell Junction, N. Y.	New England R. R. Co	215.20	157.32	33,855.26	21.09	85.80	25.00	2,145.00	1 line 60 feet.	R. P. O. Boston, Mass., to Willimantic, Conn.
106008	Vernon and Melrose	do	12.94	44.46	575.31	19.79					
106009	New Canaan Station (n. o.) and Stamford Station (n. o.).	New York, New Haven and Hartford R. R. Co.	7.65	53.87	412.10	24					
106010	New Haven, Conn., and Northampton, Mass.	do	76.57	147.06	11,260.38	21.19					

106012	Bridgeport, Conn., and Pittsfield, Mass.	.....do	110.89	159.03	17,634.54	26.29					
106013	South Norwalk and Danbury.	.....do	23.68	138.51	3,279.91	42					
106014	New Haven and Willimantic.	.....do	54.11	154.76	8,374.06	27.22	54.00	25.00	1,350.00	½ line 60 feet..	
106015	Hartford and Saybrook Point.	.....do	46.12	131.67	6,072.62	24.59					
106016	Hartford, Conn., and Springfield, Mass.	New England R. R. Co.	32.50	99.18	3,223.35	12					
106017	New Haven and Ansonia...	New York, New Haven and Hartford R. R. Co.	13.00	96.62	1,256.06	45.20					
106018	Hartford, Conn., and Rhinecliff, N. Y.	Philadelphia, Reading and New England R. R. Co.	109.82	87.21	9,577.40	12.20					
106019	Litchfield and Hawleyville.	Shepaug, Litchfield and Northern R. R. Co.	32.86	65.84	2,163.50	12.25					
106020	Turnerville and Colchester.	New York, New Haven and Hartford R. R. Co.	4.09	67.55	276.27	27					
106021	Farmington Station (n. o.) and New Hartford.	.....do	14.29	70.11	1,001.87	17.60					
106022	Danbury and Brookfield Junction (n. o.).	.....do	5.81	45.32	263.30	27					
106023	Branchville and Ridgefield..	.....do	4.23	45.32	193.96	21					
106024	Bethel and Hawleyville.....	Shepaug, Litchfield and Northern R. R. Co.	6.25	56.43	352.68	9					
106025	Windsor Locks and Suffield.	New York, New Haven and Hartford R. R. Co.	4.78	45.32	216.62	27					
106026	Derby and Botsford.....	.....do	14.24	47.03	669.70	21					
106027	Vacant.										
106028	Vacant.										
106029	Vacant.										
106030	Vacant.										
106031	Vacant.										
			1,118.44		855,202.92				52,845.55		
	NEW YORK.						9.00	120.00		1 line 60 feet and 2 lines 50 feet.	Jersey City Station (n. o.) to Rutherford Junction (n. o.).
							11.15	105.00		2½ lines 50 feet	Rutherford Junction (n. o.) to Ridgewood Junction (n. o.).
107001	New York and Dunkirk.....	Erie R. R. Co.....	459.86	326.61	150,194.87	39.89	311.16	120.00	51,960.05	1 line 60 feet and 2 lines 50 feet.	Ridgewood Junction (n. o.) to Hornellsville.
							81.33	90.00		1 line 60 feet and 1 line 50 feet.	Hornellsville to Salamanca.
							46.72	40.00		1 line 50 feet..	Salamanca to Dunkirk.

C.—*Railroad Mail Service and railway post-office cars as in operation June 30, 1897*—Continued.

Number of route.	State and termini.	Title of company.	Length of route.	Pay per mile for transportation.	Annual rate of pay for transportation.	Average number of trips per week.	Authorized mileage, railway post-office cars.	Pay per mile for railway post-office cars.	Annual rate of pay for railway post-office cars.	Lines of railway post-office cars authorized.	Remarks.
	NEW YORK—continued.		*Miles.*	*Dollars.*	*Dollars.*		*Miles.*	*Dollars.*	*Dollars.*		
107002	Tallman and Sparkill	Erie R. R. Co	12.90	42.75	551.47	12.84					
107003	Buffalo and Station A, Niagara Falls.	do	27.14	134.24	3,643.27	23.50					
107004	Newburg and Greycourt	do	19.13	67.55	1,292.23	30.10					
107005	Rochester and Corning	do	94.88	133.38	12,655.09	27.17					
107006	Mount Morris and Attica	do	50.97	89.78	4,576.08	16.13					
107007	Dresden and Penn Yan	Fall Brook Rwy. Co	6.62	42.75	283.00	12					
107008	Buffalo and Hornellsville	Erie R. R. Co	92.47	230.85	21,346.69	32.23	92.47	40.00	3,698.80	1 line 50 feet.	
107009	Goshen and Montgomery	do	10.58	78.66	832.22	12					
107010	Goshen and Pine Island	do	11.84	42.75	506.16	12					
107011	New York and Buffalo	New York Central and Hudson River R. R. Co.	439.52	2,588.09	1,137,517.31	112.89	439.52	500.00	219,760.00	10 lines 60 feet.	
107012	Troy and Schenectady	do	20.44	124.83	2,551.52	24.62					
107013	Syracuse and Rochester	do	102.25	191.52	19,582.92	33.97					
107014	Canandaigua and Tonawanda.	do	86.48	60.71	5,250.20	7.48					
107015	Tonawanda and Lockport	do	11.61	107.73	1,250.74	28					
107016	Buffalo and Lewiston	do	29.78	342.86	10,210.37	131.73					
107017	New York (155th street) and Brewster.	do	54.78	74.39	4,075.08	12					
107018	Rochester and Niagara Falls.	do	77.58	182.12	14,128.86	36.49					
107019	Dunkirk, N.Y., and Titusville, Pa.	do	91.47	87.21	7,977.09	12.50					
107020	Albany Junction (n. o.) and Troy.	Delaware and Hudson Canal Co.	5.86	151.34	886.85	76.50					
107021	Rochester and Charlotte	New York Central and Hudson River R. R. Co.	9.43	42.75	403.13	12					
107022	New York and Chatham	do	126.86	141.93	18,005.23	22.29					
107023	Goldenbridge and Mahopac	do	7.28	42.75	311.22	15					
107024	Eagle Bridge, N. Y., and Rutland Vt.	Delaware and Hudson Canal Co.	62.58	98.33	6,153.49	13.65					
107025	Schenectady and Ballston Spa.	do	15.24	48.74	742.79	21.					
107026	Albany and Rouse Point	do	191.42	227.43	43,534.65	25.65					
107027	Cobleskill and Cherry Valley	do	22.86	51.30	1,172.71	12					
107028	Albany and Binghamton	do	143.07	157.32	22,507.77	30.71					

107029	South Junction (n. o.) and Ausable Forks.	.....do	19.58	42.75	837.05	6	.....	.....	.....	.....
107030	Quaker Street and Schenectady.	.....do	15.40	42.75	658.35	12	.....	.....	.....	.....
107031	Nineveh Junction and Jefferson Junction (n. o.).	.....do	22.01	65.84	1,449.13	7.11	.....	.....	.....	.....
107032	Fort Edward and Lake George.	.....do	15.05	76.10	1,145.30	26.41	.....	.....	.....	.....
107033	West Chazy and Mooers....	.....do	10.68	42.75	456.57	6	.....	.....	.....	.....
107034	Station A, Niagara Falls, and Richland.	New York Central and Hudson River R. R. Co.	180.29	124.83	22,505.60	14.36	.....	.....	.....	.....
107035	Watertown and Cape Vincent	.....do	25.83	59.00	1,523.97	12	.....	.....	.....	.....
107036	Rome and Ogdensburg.....	.....do	142.02	167.58	23,799.71	19.41	.....	.....	.....	.....
107037	Syracuse and Pulaski.....	.....do	37.98	124.83	4,741.04	21.15	.....	.....	.....	.....
107038	Cooperstown Junction (n. o) and Davenport Center.	Cooperstown and Charlotte Valley R. R. Co.	8.74	42.75	373.63	12	.....	.....	.....	.....
107039	Watertown and Sacket Harbor.	New York Central and Hudson River R. R. Co.	12.58	45.82	570.12	12	.....	.....	.....	.....
107040	Vacant.									
107041	Utica and Chenango Forks..	Delaware, Lackawanna and Western R. R. Co.	83.76	133.38	11,171.91	24.54	.....	.....	.....	.....
107042	Owego and Ithica.....	.....do	35.09	105.17	3,690.41	12.50	.....	.....	.....	.....
107043	Richfield Junction (n. o.) and Richfield Springs.	.....do	22.01	75.24	1,656.03	12	.....	.....	.....	.....
107044	Mineola and Oyster Bay.....	Long Island R. R. Co.....	14.76	94.05	1,388.17	21	.....	.....	.....	.....
107045	Long Island City and Greenport.	.....do	95.01	142.79	13,566.47	25.21	.....	.....	.....	.....
107046	Hicksville and Echo.....	.....do	32.85	105.17	3,454.83	12	.....	.....	.....	.....
107047	Conesus Lake Junction (n.o.) and Lakeville.	Erie R. R. Co.....	1.48	42.75	63.27	12	.....	.....	.....	.....
107048	Oswego and Cornwall Station (n. o.).	New York, Ontario and Western Rwy. Co.	272.90	127.40	34,767.46	13.17	.....	.....	.....	.....
107049	Gouverneur and Edwards...	New York Central and Hudson River R. R. Co.	14.76	42.75	630.99	6	.....	.....	.....	.....
107050	Walton and Delhi.....	New York, Ontario and Western Rwy. Co.	17.39	51.30	892.10	19	.....	.....	.....	.....
107051	Clinton and Rome.....	.....do	13.56	42.75	579.69	12	.....	.....	.....	.....
107052	Moira and Tupper Lake.....	Northern New York R. R. Co.	56.66	43.61	2,470.94	6	.....	.....	.....	.....
107053	Rouses Point and Ogdensburg.	Ogdensburg and Lake Champlain R. R. Co.	118.93	112.01	13,321.34	12	.....	.....	.....	.....
107054	Chatham, N. Y., and Bennington, Vt.	Lebanon Springs R. R.....	57.27	71.82	4,113.13	12.63	.....	.....	.....	.....
107055	Schoharie and Middleburg..	Middleburg and Schoharie R. R. Co.	5.55	52.16	289.48	18	.....	.....	.....	.....
107056	Schoharie Junction (n. o.) and Schoharie.	Schoharie Valley R. R. Co...	4.38	67.55	295.86	18	.....	.....	.....	.....
107057	Utica and Randallsville.....	New York, Ontario and Western Rwy. Co.	31.10	91.49	2,845.33	15.64	.....	.....	.....	.....
107058	Buffalo, N. Y., and Emporium, Pa.	Western New York and Pennsylvania R. R. Co.	121.11	128.25	15,532.35	12.72	.....	.....	.....	.....

C.—*Railroad Mail Service and railway post-office cars as in operation June 30, 1897*—Continued.

Number of route.	State and termini.	Title of company.	Length of route.	Pay per mile for transportation.	Annual rate of pay for transportation.	Average number of trips per week.	Authorized mileage, railway post-office cars.	Pay per mile for railway post-office cars.	Annual rate of pay for railway post-office cars.	Lines of railway post-office cars authorized.	Remarks.
	NEW YORK—continued.		*Miles.*	*Dollars.*	*Dollars.*		*Miles.*	*Dollars.*	*Dollars.*		
107059	Swain and Angelica.....	Central New York and Western R. R. Co.	18.83	.....	500.00	6	.....	.....	.....	.....	Agreement.
107060	Hart ..ot and Skaneateles...	Skaneateles R. R. Co	5.20	103.46	537.99	18	.....	.....	.....	.....	
107061	Buffalo, N. Y., and Corry, Pa.	Western New York and Pennsylvania R. R. Co.	94.90	135.09	12,820.04	17.72	.....	.....	.....	.....	
107062	New York (foot of Whitehall street) and Mariner Harbor.	Staten Island Rapid Transit R. R. Co.	9.98	143.64	1,443.52	30	.....	.....	.....	.....	
107063	Canandaigua and Elmira....	Northern Central Rwy. Co..	69.22	172.71	11,954.99	25	.....	.....	.....	.....	
107064	Binghamton and Oswego	Delaware, Lackawanna and Western R. R. Co.	115.11	165.87	19,093.29	24.87	.....	.....	.....	.....	
107065	Saranac Lake and Newman.	Saranac and Lake Placid R. R. Co.	10.48	42.75	448.02	18	.....	.....	.....	.....	
107066	Rouse Point and Canada Line (n. o).	Champlain and St. Lawrence R. R. Co.	1.47	157.32	231.26	12.50	.....	.....	.....	.....	
107067	Niverville and Hudson.....	Kinderhook and Hudson Rwy.	18.59	50.45	937.86	18	.....	.....	.....	.....	
107068	St. George (n. o.) and Tottenville.	Staten Island Rapid Transit R. R. Co.	14.44	78.66	1,135.85	30	.....	.....	.....	.....	
107069	Hudson and Chatham.....	Boston and Albany R. R. Co.	17.53	42.75	749.40	18	.....	.....	.....	.....	
107070	Silver Lake Junction (n. o.) and Perry.	Silver Lake Rwy. Co	8.18	53.01	433.62	12	.....	.....	.....	.....	
107071	Syracuse and Earlville	New York Central and Hudson River R. R. Co.	43.86	69.26	3,037.74	18	.....	.....	.....	.....	
107072	Geneva, N. Y., and Sayre, Pa.	Lehigh Valley R. R. Co.....	76.56	101.75	7,789.97	14.86	17.15	25.00	428.75	1 line 40 feet..	
107073	Rondout and Bloomville.....	Ulster and Delaware R. R. Co.	87.26	130.82	11,415.35	12	.....	.....	.....	.....	
107074	Vailgate Junction (n. o.) and Newburg Junction (n. o.).	Erie R. R. Co.....	12.64	64.13	810.60	24	.....	.....	.....	.....	
107075	Canastota and South Bay...	Lehigh Valley R. R. Co.....	6.06	42.75	259.06	6	.....	.....	.....	.....	
107076	Vacant.										
107077	Saratoga Springs and Schuylersville.	Fitchburg R. R. Co	13.16	43.61	573.90	12	.....	.....	.....	.....	
107078	Port Jervis and Monticello..	Port Jervis, Monticello and New York R. R. Co.	24.63	54.72	1,347.75	12	.....	.....	.....	.....	
107079	Poughkeepsie and Boston Corner.	Poughkeepsie and Eastern Rwy. Co.	37.13	44.46	1,650.79	8.86	.....	.....	.....	.....	

[illegible]	[illegible]	[illegible]								
[illegible]	Fonda, Johnstown and Gloversville R. R. Co.	27.10	82.94	2,247.67	15.05	.....	.....	.....	.....	.....
107082	Johnsonville and Greenwich	Greenwich and Johnsonville Rwy. Co.	15.19	55.58	844.26	13	.....	.....	.....	.....
107083	Montgomery and Kingston	New York Central and Hudson River R. R. Co.	33.21	79.52	2,640.85	10.66	.....	.....	.....	.....
107084	Sayre, Pa., and North Fair Haven, N. Y.	Lehigh Valley R. R. Co	117.36	120.56	14,148.92	14.18	.....	.....	.....	.....
107085	Dutchess Junction and Millerton.	Newburg, Dutchess and Connecticut R. R. Co.	57.97	78.66	4,559.92	13.87	.....	.....	.....	.....
107086	Cooperstown and Cooperstown Junction.	Cooperstown and Charlotte Valley R. R. Co.	16.53	70.97	1,173.13	15	.....	.....	.....	.....
107087	Utica and Watertown	New York Central and Hudson River R. R. Co.	91.90	163.31	15,008.18	17.05	.....	.....	.....	.....
107088	Carthage and Ogdensburg	....do	60.89	142.79	8,694.48	13	.....	.....	.....	.....
107089	Auburn and Ithaca	....do	43.44	80.37	3,491.27	12.01	.....	.....	.....	.....
107090	Sodus Point and Stanley	Lehigh Valley R. R. Co	33.73	42.75	1,441.95	8.94	.....	.....	.....	.....
107091	Buffalo and Jamestown	Northern Central Rwy. Co.	69.08	102.60	7,087.60	21.12	.....	.....	.....	.....
107092	Middletown and Pine Bush	Erie R. R. Co	13.73	43.61	598.76	12	.....	.....	.....	.....
107093	Long Island City and Sag Harbor.	....do	99.42	149.63	14,876.21	27.21	.....	.....	.....	.....
107094	Winfield Junction and Thomaston.	Long Island R. R. Co	9.99	125.60	1,255.64	30.43	.....	.....	.....	.....
107095	Saratoga Springs and North Creek.	....do	57.74	96.76	5,529.18	12	.....	.....	.....	.....
107096	Bath and Hammondsport	Adirondack Rwy. Co	9.77	51.30	501.20	18	.....	.....	.....	.....
107097	Silver Lake Junction (n. o.) and Silver Springs.	Bath and Hammondsport R. R. Co.	1.13	42.75	48.30	12	.....	.....	.....	.....
107098	Whitehall and Castleton	Buffalo, Rochester and Pittsburg Rwy. Co.	13.38	134.24	1,796.13	21	.....	.....	.....	.....
107099	Vacant.	Delaware and Hudson Canal Co.					.....	.....	.....	.....
107100	Valley Stream and Far Rockaway.	Long Island R. R. Co	5.89	53.01	312.22	21	.....	.....	.....	.....
107101	Sidney and Edmeston	New York, Ontario and Western Rwy. Co.	32.22	65.84	2,121.36	18	.....	.....	.....	.....
107102	Rochester, N. Y., and Wallston, Pa.	Buffalo, Rochester and Pittsburg Rwy. Co.	236.76	91.49	21,661.17	13.86	.....	.....	.....	.....
107103	Lyons, N. Y., and Williamsport, Pa.	Fall Brook Rwy. Co	186.92	95.76	17,899.45	12.03	.....	.....	.....	.....
107104	New City and New City Junction (n. o.).	New Jersey and New York R. R. Co.	4.58	42.75	195.78	15	.....	.....	.....	.....
107105	Plattsburg and Saranac Lake.	Chateaugay R. R. Co	73.60	77.81	5,726.81	12	.....	.....	.....	.....
107106	Albany and Troy	New York Central and Hudson River R. R. Co.	7.53	249.66	1,879.93	90.86	.....	.....	.....	.....
107107	Mechanicsville and Reynolds.	Fitchburg R. R. Co	4.62	42.75	197.50	6	.....	.....	.....	.....
107108	Hoboken, N. J., and Buffalo, N. Y.	Delaware, Lackawanna and Western R. R. Co.	411.46	182.12	74,935.09	35.99	.....	.....	.....	.....

C.—Railroad Mail Service and railway post-office cars as in operation June 30, 1897—Continued.

Number of route.	State and termini.	Title of company.	Length of route.	Pay per mile for transportation.	Annual rate of pay for transportation.	Average number of trips per week.	Authorized mileage, railway post-office cars.	Pay per mile for railway post-office cars.	Annual rate of pay for railway post-office cars.	Lines of railway post-office cars authorized.	Remarks.
	NEW YORK—continued.		*Miles.*	*Dollars*	*Dollars.*		*Miles.*	*Dollars.*	*Dollars.*		
107109	New Rochelle and Jersey City (Penn. R. R. Sta.).	New York, New Haven and Hartford R. R. Co.	24.68	198.36	4,895.52	17.16					
107110	Dekalb Junction and Norwood.	New York Central and Hudson River R. R. Co.	25.17	124.83	3,141.97	18					
107111	Mineola and Hempstead	Long Island R. R. Co.	3.53	43.61	153.94	16.39					
107112	Stewart Junction (n. o.) and Hempstead Crossing (n. o.).	do	3.92	91.49	358.64	9.94					
107113	Summitville and Ellenville	New York, Ontario and Western Rwy. Co.	8.38	59.00	494.42	21					
107114	West Troy Junction (n. o.) and Green Island Depot (n. o.).	Delaware and Hudson Canal Co.	.78	222.30	173.39	97.80					
107115	Theresa Junction (n. o.) and Clayton.	New York Central and Hudson River R. R. Co.	15.97	58.14	928.49	12					
107116	Hoosac Junction (n. o.) and State Line (n. o.).	Fitchburg R. R. Co.	5.04	235.13	1,185.05	31					
107117	Manor Junction (n. o.) and Eastport Junction (n. o.).	Long Island R. R. Co.	5.92	42.75	253.08	6					
107118	Phœnicia and Hunter	Stony Clove and Catskill Mountain R. R. Co.	14.79	50.45	746.15	12					
107119	Herkimer and Poland	New York Central and Hudson River R. R. Co.	16.83	55.58	935.41	18					
107120	Whitestone Junction (n. o.) and Whitestone.	Long Island R. R. Co.	4.74	60.71	287.76	28.93					
107121	Mechanicsville and Schuylersville Junction (n. o.).	Fitchburg R. R. Co.	14.74	45.32	668.01	12					
107122	Addison, N. Y., and Galeton, Pa.	Addison and Pennsylvania Rwy. Co.	46.34	70.11	3,248.89	7.68					
107123	Rochester and Hinsdale	Western New York and Pennsylvania R. R. Co.	98.70	82.08	8,101.29	12					
107124	Brooklyn and Jamaica	Long Island R. R. Co.	9.58	72.68	696.27	18.50					
107125	Hopewell Junction and Fishkill on the Hudson.	New England R. R. Co.	13.62	49.59	675.41	6					Lap service.
107126	Buffalo and Black Rock (n. o.) (N. Y. C. & H. R. R. R. Sta.).	Grand Trunk Rwy. Co. of Canada.	4.59	49.59	227.61	9					
107127	Vacant.										
107128	Hayt Corners and Willard	Lehigh Valley R. R. Co.	5.42	45.32	245.63	15					

107130	Buffalo (Exchange Street Sta.) and West.	Buffalo, Rochester and Pittsburg Rwy. Co.	49.19	80.37	3,953.40	16.75				
107131	Kaaterskill Junction (n. o.) and Kaaterskill.	Kaaterskill R. R. Co.	8.50	43.61	370.68	16				
107132	Boundary Line (n. o.) and Massena Springs.	United States and Canada R. R. Co.	22.86	42.75	955.89	6				
107133	Massena Springs and Norwood.	New York Central and Hudson River R. R. Co.	13.57	42.75	580.11	12				
107134	Harrisville and Carthage	do	21.32	46.17	984.34	12				
107135	Jamestown and Mayville	Jamestown and Lake Erie Rwy. Co.	23.66	47.86	1,132.34	12				
107136	Windsor Beach (n. o.) and Rochester.	New York Central and Hudson River R. R. Co.	7.63	75.24	574.08	12.50				
107137	Cornwall Junction (n. o.) and New York (foot of Jay street).	New York, Ontario and Western Rwy. Co.	56.05	38.48	2,156.80	19.50				Lap service.
107138	Fulton and Woodward Junction (n. o.).	New York Central and Hudson River R. R. Co.	17.01	51.80	872.61	24				
107139	Hammels Station (n. o.) and Far Rockaway.	New York and Rockaway Beach Rwy. Co.	3.52	42.75	150.48	12				
107140	Summitville and Huguenot Junction (n. o.).	Port Jervis, Monticello and New York R. R. Co.	10.68	42.75	456.57	18				
107141	Oswego and Fulton	New York Central and Hudson River R. R. Co.	12.16	.....	62.33	6				Agreement. Lap service.
107142	Prattsburg and Kanona	Kanona and Prattsburg R. R. Co.	12.19	44.46	541.96	18				
107143	Vacant.									
107144	Vacant.									
107145	Mahopac Mines and Baldwin Place.	New York Central and Hudson River R. R. Co.	4.03	42.75	172.28	6				
107146	Bombay and Moira	Ogdensburg and Lake Champlain R. R. Co.	9.26	42.75	395.86	6				
107147	Glendale Junction (n. o.) and Oceanna.	New York and Rockaway Beach Rwy. Co.	10.00	42.75	427.50	18				
107148	Cadosia, N. Y., and Scranton, Pa.	New York, Ontario and Western Rwy. Co.	54.47	42.75	2,328.59	6				
107149	Cayuga and Cayuga Junction (n. o.).	Lehigh Valley R. R. Co.	4.04	42.75	172.71	6				
107150	Benson Mines and Harrisville.	New York Central and Hudson River R. R. Co.	23.52	42.75	1,005.48	12				
107151	Wellsville, N. Y., and Hickox, Pa.	Wellsville, Conderspport and Pine Creek R. R. Co.	12.82	42.75	548.06	6				
107152	Delano Junction (n. o.) and Ticonderoga.	Delaware and Hudson Canal Co.	1.75	42.75	74.81	18				
107153	Bridgewater and New Berlin.	Unadilla Valley Rwy. Co.	19.07	.....	700.00	6				Agreement.
107154	Ravena and Fullers Station.	New York Central and Hudson River R. R. Co.	19.52	42.75	834.47	12				
107155	Vacant.									
107156	Vacant.									

C.—Railroad Mail Service and railway post-office cars as in operation June 30, 1897—Continued.

Number of route.	State and termini.	Title of company.	Length of route.	Pay per mile for transportation.	Annual rate of pay for transportation.	Average number of trips per week.	Authorized mileage, railway post-office cars.	Pay per mile for railway post-office cars.	Annual rate of pay for railway post-office cars.	Lines of railway post-office cars authorized.	Remarks.
	NEW YORK—continued.		*Miles.*	*Dollars.*	*Dollars.*		*Miles.*	*Dollars.*	*Dollars.*		
107157	Vacant.										
107158	Millerton and State Line (n. o.).	Philadelphia, Reading and New England R. R. Co.	1.60	42.75	68.40	9	.....	.....	.....	.....	
107159	Van Etten Junction (n. o.) and Geneva Junction (n. o.).	Lehigh Valley R. R. Co.....	56.30	76.10	4,284.43	6	56.30	25.00	1,407.50	1 line 40 feet..	
107160	Geneva and Buffalo	.....do	104.17	132.53	13,805.65	22.92	103.20	25.00	2,580.00	.....do.....	
107161	Rochester and Honeoye Falls.	.....do	16.35	64.98	1,062.42	32.64	.....	.....	.....	.....	
107162	Olean and Bolivar.....	Central New York and Western R. R. Co.	18.53	.....	720.00	6	.....	.....	.....	.....	Agreement.
107163	Dolgeville and Little Falls..	Little Falls and Dolgeville R. R. Co.	11.20	46.17	517.10	12	.....	.....	.....	.....	
107164	Stanley and Naples	Lehigh Valley R. R. Co	22.52	42.75	962.73	12	.....	.....	.....	.....	
107165	Clifton (n. o.) and Rosebank.	Staten Island Rapid Transit R. R. Co.	1.30	42.75	55.57	6	.....	.....	.....	.....	
107166	Vacant.										
107167	Malone and Poland	New York Central and Hudson River R. R. Co.	158.10	74.39	11,761.05	12	.....	.....	.....	.....	
107168	Lake Clear Junction (n. o.) and Saranac Lake.	.....do	6.65	42.75	284.28	12	.....	.....	.....	.....	
107169	Vacant.										
107170	Vacant.										
107171	Malone and Canada Line (n. o.).	.....do	11.34	.....	340.20	6	.....	.....	.....	.....	Do.
107172	Vacant.										
107173	Geneva and Stanley	Lehigh Valley R. R. Co.....	8.35	42.75	356.96	6	.....	.....	.....	.....	
107174	East New York Junction (n. o.) and Manhattan Beach Station.	Long Island R. R. Co	9.10	.....	50.00	6	.....	.....	.....	.....	Do.
107175	Bushwick Junction (n. o.) and East New York.	.....do	3.08	42.75	131.67	16.85	.....	.....	.....	.....	
107176	Mechanicsville and Schenectady.	Delaware and Hudson Canal Co.	17.41	.....	500.00	6	.....	.....	.....	.....	Do.
107177	Bridgehampton and Amagansett.	Long Island R. R. Co	10.36	.....	442.89	6	.....	.....	.....	.....	Do.
107178	Echo and Wading River	.....do	12.40	42.75	530.09	6	.....	.....	.....	.....	
107179	Attica and Arcade.....	Buffalo, Attica and Arcade R. R. Co.	26.21	.....	600.00	6	.....	.....	.....	.....	Do.

107180	Vacant.										
107181	Broadalbin Junction (n. o.) and Broadalbin.	Fonda, Johnstown and Gloversville R. R. Co.	6.20	42.75	265.05	12	.....	.....	.....	.....	
107182	Honeoye Falls and Holden.	Lehigh Valley R. R. Co.....	13.03	42.75	557.03	6	.....	.....	.....	.....	
107183	Vacant.										
107184	Vacant.										
107185	Vacant.										
107186	Vacant.										
107187	Vacant.										
107188	Vacant.										
107189	Benson Mines and Newton Falls.	New York Central and Hudson River R. R. Co.	3.48	.....	.....	6	.....	.....	.....	.....	Pay not fixed.
107190	Brooklyn (Fulton and Court streets) and Station O (Sheepshead Bay).	Kings County Elevated Rwy. Co.	9.50	42.75	406.12	6	.....	.....	.....	.....	
107191	Pecksport (n. o.) and Whites Corners (n. o.).	New York, Ontario and Western Rwy. Co.	3.70	42.75	158.17	6	.....	.....	.....	.....	
107192	Erie Junction (n. o.) N. Y., and Genesee, Pa.	New York and Pennsylvania R. R. Co.	28.10	42.75	1,201.27	6	.....	.....	.....	.....	
107193	Depew Junction (n. o.) and Tonawanda Junction (n. o.).	Lehigh Valley R. R. Co.....	10.48	42.75	448.02	6	.....	.....	.....	.....	
			7,763.95		2,068,489.75				279,855.10		
	NEW JERSEY.										
[illegible]	New York, N. Y., and [illegible]ston, Pa.	Central R. R. Co. of New Jersey.	74.20	226.58	16,812.23	54.62	30.20	75.00	2,265.00	1 line 60 feet, and 1 line 40 feet.	R. P. O. Jersey City to Boundbrook, N. J.
[illegible]	[illegible]ville and Flemington	.....do	15.75	55.58	875.38	24	.....	.....	.....	.....	
[illegible]	[illegible]ington (n. o.) and [illegible]ction (n. o.)	.....do	50.21	183.83	9,230.10	29.90	.....	.....	.....	.....	
[illegible]	[illegible] and Phil[illegible]	Pennsylvania R. R. Co.....	90.65	3,151.53	285,686.19	252.13	89.65	650.00	58,272.50	12 lines 60 feet; 2 lines 40 feet.	
[illegible]	[illegible]	do	61.47	127.40	7,831.27	35.98	.....	.....	.....	.....	
[illegible]	[illegible]	do	25.63	111.15	2,848.77	39.61	.....	.....	.....	.....	
[illegible]	[illegible]	do	10.34	42.75	442.03	27	.....	.....	.....	.....	
[illegible]	[illegible]	do	67.85	140.22	9,513.92	30.85	.....	.....	.....	.....	
[illegible]	[illegible]	[illegible]	12.48	47.88	597.84	18	.....	.....	.....	.....	
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	12	.....	.....	.....	.....	
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	14	.....	.....	.....	.....	
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	12					
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	12					

C.—*Railroad Mail Service and railway post-office cars as in operation June 30, 1897*—Continued.

Number of route.	State and termini.	Title of company.	Length of route.	Pay per mile for transportation.	Annual rate of pay for transportation.	Average number of trips per week.	Authorized mileage, railway post-office cars.	Pay per mile for railway post-office cars.	Annual rate of pay for railway post-office cars.	Lines of railway post-office cars authorized.	Remarks.
	NEW JERSEY—continued.		*Miles.*	*Dollars.*	*Dollars.*		*Miles.*	*Dollars.*	*Dollars.*		
109016	Vacant.										
109017	Jersey City, N. J., and Nyack, N. Y.	Northern R. R. Co. of New Jersey.	30.38	109.44	3,324.78	39	.....	.....	.....	.....	
109018	Barnegat City and Barnegat City Junction (n. o.).	Manahawkin and Long Beach Transportation Co.	8.43	42.75	360.38	6	.....	.....	.....	.....	
109019	Newfield and Atlantic City..	West Jersey and Seashore R. R. Co.	34.60	64.13	2,218.89	16.50	.....	.....	.....	.....	
109020	Pleasantville and Somers Point.	.....do	7.43	42.75	317.63	12	.....	.....	.....	.....	
109021	Elmer and Salem.....	.....do	17.62	53.01	934.03	20.56	.....	.....	.....	.....	
109022	Woodbury and Riddleton Junction (n. o.).	.....do	22.24	70.11	1,559.24	21	.....	.....	.....	.....	
109023	Monmouth Junction and Sea Girt (n. o).	Pennsylvania R. R. Co	33.38	66.69	2,226.11	12.22	.....	.....	.....	.....	
109024	Jersey City, N. J., and Haverstraw, N. Y.	New Jersey and New York R. R. Co.	41.79	71.82	3,001.35	8	.....	.....	.....	.....	
109025	Waterloo and Franklin Furnace.	Sussex R. R. Co.....	23.49	66.69	1,566.54	17.28	.....	.....	.....	.....	
109026	Highlands and Branchport (n. o.).	Central R. R. Co. of New Jersey.	7.52	42.75	321.48	21	.....	.....	.....	.....	
109027	Newark and Montclair.....	Delaware, Lackawanna and Western R. R. Co.	6.21	76.95	477.85	30	.....	.....	.....	.....	
109028	Washington, N. J., and Easton, Pa.	.....do	14.37	79.52	1,142.70	7.50	.....	.....	.....	.....	
109029	Oak Island Junction (n. o.) and Jersey City (Washington street).	Lehigh Valley R. R. Co	6.78	42.75	289.84	6	6.78	25.00	169.50	1 line 40 feet..	
109030	Newark and Paterson.....	Erie R. R. Co.....	11.74	47.88	562.11	33.50	.....	.....	.....	.....	
109031	Vacant.										
109032	Whiting and Tuckerton	Tuckerton R. R. Co.....	29.61	70.97	2,101.42	12	.....	.....	.....	.....	
109033	Bridgeton and Bivalve.....	Central R. R. Co. of New Jersey.	20.97	70.11	1,470.20	12	.....	.....	.....	.....	
109034	Jersey City, N J., and Greenwood Lake, N. Y.	New York and Greenwood Lake Rwy. Co.	48.12	66.69	3,209.12	12.57	.....	.....	.....	.....	
109035	Williamstown Junction (n. o.) and Mullica Hill.	Atlantic City R. R. Co	19.78	42.75	843.46	12	.....	.....	.....	.....	
109036	Summit and Barnardsville ..	Delaware, Lackawanna and Western R. R. Co.	14.60	55.58	822.58	18	.....	.....	.....	.....	

109037	Jersey City, N. J., and Middletown, N. Y.	New York, Susquehanna and Western R. R. Co.	86.80	93.20	8,089.76	15.99				
109038	Rahway and Perth Amboy..	Pennsylvania R. R. Co.....	7.30	75.24	549.25	39.50				
109039	Woodbury and Penn Grove..	Delaware River R. R. Co...	20.11	51.30	1,031.64	15.50				
109040	High Bridge and Rockaway.	Central R. R. Co. of New Jersey.	30.69	54.72	1,679.35	13				
109041	Camden and Cape May.....	West Jersey and Seashore R. R. Co.	82.21	147.06	12,089.80	38.29				
109042	Beach Haven and Manahawkin.	Pennsylvania R. R. Co.....	12.53	42.75	535.65	6				
109043	Matawan Station (n. o.) and Freehold.	Central R. R. Co. of New Jersey.	12.58	65.84	828.26	30				
109044	Trenton and Trenton Junction.	Philadelphia and Reading Rwy. Co.	4.26	42.75	182.11	33				
109045	Haddonfield and Medford...	West Jersey and Seashore R. R. Co.	12.19	42.75	521.12	21				
109046	Bordentown and Trenton...	Pennsylvania R. R. Co.....	6.10	70.97	432.91	39				
109047	Sea Isle City and Stone Harbor.	West Jersey and Seashore R. R. Co.	8.41	42.75	359.52	12				
109048	Branchville Junction (n. o.) and Branchville.	Sussex R. R. Co.....	6.37	50.45	321.36	9.20				
109049	Redbank and Bridgeton.....	Central R. R. Co. of New Jersey.	95.69	64.13	6,136.59	14.80				
109050	Manchester and Barnegat...	.....do	22.25	42.75	951.18	30.73				
109051	Glassboro and Bridgeton....	West Jersey and Seashore R. R. Co.	20.85	144.50	3,012.82	30				
109052	Greycourt, N. Y., and Belvidere, N. J.	Lehigh and Hudson River Rwy. Co.	63.42	50.45	3,199.53	9.60				
109053	Princeton Junction and Princeton.	Pennsylvania R. R. Co.....	3.51	76.95	270.09	45				
109054	Whiting and Bayhead Junction (n. o.).	.....do	28.80	42.75	1,231.20	7.61				
109055	Rutherford Junction (n. o.) and Ridgewood Junction (n. o.).	Erie R. R. Co.....	9.98	88.92	887.42	17.79	9.98	25.00	249.50	½ line 60 feet..
109056	Vacant.									
109057	Manumuskin and Maurice River.	West Jersey and Seashore R. R. Co.	10.36	42.75	442.89	12				
109058	Kays (n. o.), N. J., and Stroudsburg, Pa.	New York, Susquehanna and Western R. R. Co.	46.75	42.75	1,998.56	7.71				
109059	Delaware and Columbia Junction (n. o.).	.....do	3.16	42.75	135.09	6				
109060	Sea Isle Junction (n. o.) and Ocean City.	West Jersey and Seashore R. R. Co.	15.48	42.75	661.77	12				
109061	Anglesea Junction (n. o.) and Holly Beach.	.....do	7.65	42.75	327.03	12				
109062	Edison and Hopatcong Junction (n. o.).	Central R. R. Co. of New Jersey.	15.55	42.75	664.76	6				
109063	Whiting and Birmingham...	Pennsylvania R. R. Co.....	18.71	42.75	799.85	12				
109064	Vacant.									
109065	Hightstown and Pemberton.	Union Transportation Co...	25.99	69.26	1,800.06	6				

C.—*Railroad Mail Service and railway post-office cars as in operation June 30, 1897*—Continued.

Number of route.	State and termini.	Title of company.	Length of route.	Pay per mile for transportation.	Annual rate of pay for transportation.	Average number of trips per week.	Authorized mileage, railway post-office cars.	Pay per mile for railway post-office cars.	Annual rate of pay for railway post-office cars.	Lines of railway post-office cars authorized.	Remarks.
	NEW JERSEY—continued.		*Miles.*	*Dollars.*	*Dollars.*		*Miles.*	*Dollars.*	*Dollars.*		
109066	Ringwood and Ringwood Junction (n. o.).	New York and Greenwood Lake Rwy. Co.	2.61	42.75	111.57	6	.....	.....	.....	.....	
109067	Pottersville and White House Station.	Rockaway Valley Rwy. Co..	8.40	42.75	359.10	12	.....	.....	.....	.....	
109068	Vacant.										
109069	Matawan Junction (n. o.) and Atlantic Highlands.	Central R. R. Co. of New Jersey.	11.02	53.87	593.64	17.21	.....	.....	.....	.....	
109070	Brown Mills and Brown Mills Junction (n. o.).	Pennsylvania R. R. Co.....	2.02	42.75	86.35	12	.....	.....	.....	.....	
109071	Bernardsville and Gladstone	Delaware, Lackawanna and Western R. R. Co.	7.89	42.75	337.29	12	.....	.....	.....	.....	
109072	Philadelphia, Pa., and Atlantic City, N. J.	Atlantic City R. R. Co.....	57.39	53.01	3,042.24	15.96	.....	.....	.....	.....	
100073	Camden and Grenloch.....	.....do	13.44	42.75	574.56	12	.....	.....	.....	.....	
109074	Brigantine Junction (n. o.) and Brigantine.	.....do	14.54	42.75	621.58	12	.....	.....	.....	.....	
109075	Landsdown Station (n. o.) and Pittstown.	Lehigh Valley R. R. Co.....	3.99	42.75	170.57	12	.....	.....	.....	.....	
109076	New Brunswick and South Amboy.	Raritan River R. R. Co.....	13.65	42.75	583.53	18	.....	.....	.....	.....	
109077	Vacant.										
109078	Vacant.										
109079	Newark and Jersey City....	Central R. R. Co. of New Jersey.	7.81	162.45	1,268.73	50.62	.....	.....	.....	.....	
109080	Alloway Junction (n. o.) and Quinton.	West Jersey and Seashore R. R. Co.	4.41	42.75	188.52	18	.....	.....	.....	.....	
109081	Rockaway and Hibernia....	Central R. R. Co. of New Jersey.	3.64	42.75	155.61	18	.....	.....	.....	.....	
109082	Morristown and Whippany .	Whippany River R. R. Co ..	4.54	42.75	194.08	12	.....	.....	.....	.....	
109083	Pottersville and Morristown	Rockaway Valley Rwy. Co.	19.76	42.75	844 74	12	.....	.....	.....	.....	
109084	Lodi Junction (n. o.) and Lodi.	New York, Susquehanna and Western R. R. Co.	1.75	.....	.....	6	.....	.....	.....	.....	Pay not fixed.
109085	Bridgton Junction (n. o) and East Bridgton (n. o.).	Central Railroad Co. of New Jersey.	2.04	42.75	87.21	6	.....	.....	.....	.....	
			1,799.84		433,096.75				60,956.50		

	PENNSYLVANIA.										
110001	Philadelphia and Pittsburg.	Pennsylvania R. R. Co.	353.80	2,081.07	736,383.66	99.91	353.80	450.00	159,210.00	9 lines 60 feet.	
110002	Philadelphia and Pottsville.	Philadelphia and Reading Rwy. Co.	93.00	191.52	17,811.36	52.36	3.20	75.00	240.00	1 line 60 feet and 1 line 40 feet.	R. P. O. Park Junction (n. o.) to West Falls (n. o.), Philadelphia, Pa.
110003	Philadelphia and West Chester	Philadelphia, Wilmington and Baltimore R. R. Co.	27.75	165.02	4,579.30	44.04					
110004	Philadelphia (Twelfth and Market Streets Station) and Bethlehem.	Philadelphia and Reading Rwy. Co.	56.82	235.98	13,408.37	36.35	5.72	75.00	429.00	1 line 60 feet and 1 line 40 feet.	R. P. O. Wayne Junction (n. o.) to Jenkintown.
110005	Philadelphia (Twelfth and Market Streets Station) and Norristown.	.....do	17.26	136.80	2,361.16	99.54					
110006	Sunbury and Williamsport..	Pennsylvania R. R. Co.....	40.56	331.74	13,455.37	45	39.60	40.00	1,584.00	1 line 50 feet ..	
110007	Bridgeport and Exton.....	Philadelphia and Chester Valley R. R. Co.	16.39	42.75	700.67	12					
110008	Chester, Pa., and Port Deposit, Md.	Philadelphia, Wilmington and Baltimore R. R. Co.	58.45	123.98	7,246.63	16.46					
110009	Honesdale and Lackawaxen.	Erie R. R. Co.....	24.89	74.39	1,851.56	18					
110010	Oak Island Junction (n. o.), N. J., and Waverly, N. Y.	Lehigh Valley R. R. Co.....	265.35	189.81	50,356.08	50.89	263.15	25.00	6,578.75	1 line 40 feet..	
110011	Penn Haven Junction (n. o.) and Mount Carmel.	.....do	45.93	71.82	3,298.69	29.28					
110012	Hazle Creek Junction (n. o.) and Audenried.	.....do	8.60	42.75	367.65	14.58					
110013	Shamokin and Herndon.....	Philadelphia and Reading Rwy. Co.	21.24	42.75	908.01	12					
110014	Pottsville and Williamsport.	.....do	117.95	128.12	14,522.00	27.22					
110015	Sunbury and Sugarloaf.....	Pennsylvania R. R. Co.....	44.79	64.98	2,910.45	14.49					
110016	Penn Haven Junction (n. o.) and Sugarloaf.	Lehigh Valley R. R. Co.....	23.58	101.75	2,399.26	14.07					
110017	Scranton and Northumberland.	Delaware, Lackawanna and Western R. R. Co.	80.70	152.19	12,281.73	24.09					
110018	Wilkesbarre and Carbondale.	Delaware and Hudson Canal Co.	35.85	105.17	3,770.34	30.08					
110019	Port Clinton and Tamaqua..	Philadelphia and Reading Rwy. Co.	20.62	89.78	1,851.26	18					
110020	Elmira, N. Y., and Hoytville, Pa.	Erie R. R. Co.....	64.36	82.08	5,282.66	10.73					
110021	Williamsport, Pa., and Elmira, N. Y.	Northern Central Rwy. Co..	78.47	226.58	17,779.73	29	77.70	25.00	1,942.50	1 line 40 feet ..	
110022	Williamsport and Erie.....	Pennsylvania R. R. Co.....	247.92	153.05	37,944.15	20.51					
110023	Sunbury and Mount Carmel.	Northern Central Rwy. Co..	27.85	70.97	1,976.51	20.22					
110024	Bradford, Pa., and Carrollton, N. Y.	Erie R. R. Co.....	11.35	95.76	1,086.87	25					
110025	Irvine and Corry.....	Western New York and Pennsylvania R. R. Co.	94.63	132.53	12,541.31	23.71					
110026	Strasburg and Leaman Place.	Strasburg R. R.....	4.75	42.75	203.06	6					

C.—*Railroad Mail Service and railway post-office cars as in operation June 30, 1897*—Continued.

Number of route.	State and termini.	Title of company.	Length of route.	Pay per mile for transportation.	Annual rate of pay for transportation.	Average number of trips per week.	Authorized mileage railway post-office cars.	Pay per mile for railway post-office cars.	Annual rate of pay for railway post-office cars.	Lines of railway post-office cars authorized.	Remarks.
	PENNSYLVANIA—continued.		*Miles.*	*Dollars.*	*Dollars.*		*Miles.*	*Dollars.*	*Dollars.*		
110027	Lancaster and Middletown..	Pennsylvania R. R. Co.....	32.34	116.28	3,760.49	13.62	.....	.....	.....	.....	
110028	Harrisburg and Auburn....	Philadelphia and Reading Rwy. Co.	59.10	53.01	3,132.89	6	.....	.....	.....	.....	
110029	Stewartstown and New Freedom.	Stewartstown R. R. Co.....	7.56	47.03	355.54	15	.....	.....	.....	.....	
110030	Harrisburg, Pa., and Winchester, Va.	Cumberland Valley R. R. Co.	116.65	147.92	17,254.86	26.37	.....	.....	.....	.....	
110031	Columbia and Sinking Spring.	Reading and Columbia R. R. Co.	40.13	79.52	3,191.13	12	.....	.....	.....	.....	
110032	Columbia, Pa., and Frederick, Md.	Pennsylvania R. R. Co.....	69.30	93.20	6,458.76	19.21	.....	.....	.....	.....	
110033	Berlin Junction (n. o.) and East Berlin.	Berlin Branch R. R. Co.....	7.01	42.75	299.67	12	.....	.....	.....	.....	
110034	Huntingdon and Mount Dallas Station (n. o.).	Huntingdon and Broad Top Mountain R. R. and Coal Co.	45.15	99.18	4,477.97	12	.....	.....	.....	.....	
110035	Tyrone and Grampian.....	Pennsylvania R. R. Co.....	52.86	93.20	4,926.55	15.37	.....	.....	.....	.....	
110036	Altoona and Henrietta.....	.....do	28.60	66.69	1,907.33	34.18	.....	.....	.....	.....	
110037	Cresson and Ebensburg.....	.....do	11.56	56.43	652.33	12	.....	.....	.....	.....	
110038	Tyrone and Lockhaven	.....do	55.05	82.94	4,565.84	16.68	.....	.....	.....	.....	
110039	Blairsville and Allegheny...	.....do	68.94	128.25	8,841.55	32.96	.....	.....	.....	.....	
110040	Pittsburg, Pa., and Wheeling, W. Va.	Baltimore and Ohio R. R. Co.	70.56	155.61	10,979.84	31.28	.....	.....	.....	.....	
110041	Pittsburg and Oil City.....	Allegheny Valley Rwy. Co..	132.61	174.42	23,129.83	27	.....	.....	.....	.....	
110042	Branch and Indiana.....	Pennsylvania R. R. Co.....	19.12	112.01	2,141.63	19.79	.....	.....	.....	.....	
110043	Meadville and Oil City.....	Erie R. R. Co.....	36.53	76.95	2,810.98	18	.....	.....	.....	.....	
110044	Erie and Kenwood Junction (n. o.).	Pennsylvania Co.....	119.10	143.64	17,107.52	11	.....	.....	.....	.....	
110045	Oil City, Pa., and Ashtabula, Ohio.	Lake Shore and Michigan Southern Rwy. Co.	88.46	114.57	10,134.86	17.03	.....	.....	.....	.....	
110046	Bethlehem and Bangor.....	Lehigh and Lackawanna R. R. Co.	31.55	48.74	1,537.74	15	.....	.....	.....	.....	
110047	Downingtown and Conestoga Junction (n. o.).	Pennsylvania R. R. Co	39.04	64.13	2,503.63	13.96	.....	.....	.....	.....	
110048	West Chester and Phœnixville.	.....do	18.63	51.30	955.71	20.34	.....	.....	.....	.....	
110049	Lewistown Junction (n. o.) and Milroy.	.....do	12.46	47.88	596.58	16.17	.....	.....	.....	.....	

110050	Pottsville and Frackville	Philadelphia and Reading Rwy. Co.	10.96	42.75	466.54	21					
110051	Millesburg and Bellefonte	Pennsylvania R. R. Co	2.81	83.79	235.45	18					
110052	Carlisle and Pine Grove Furnace.	Gettysburg and Harrisburg Rwy. Co.	18.47	47.03	868.64	11.24					
110053	Freeport and Butler	Pennsylvania R. R. Co	21.09	72.68	1,532.82	18					
110054	Wilmington, Del., and Reading, Pa.	Wilmington and Northern R. R. Co.	76.24	57.29	4,367.79	7.30					
110055	Mansfield Station (n. o.) and Washington.	Pittsburg, Cincinnati, Chicago and St. Louis Rwy. Co.	22.80	110.30	2,514.84	21					
110056	Perkiomen Junction (n. o.) and Emaus.	Perkiomen R. R. Co	37.52	65.84	2,470.31	10.15					
110057	Pottstown and Bartos	Philadelphia and Reading Rwy. Co.	13.12	49.59	650.62	15					
110058	Jeddo and Sandy Run Junction (n. o.).	Lehigh Valley R. R. Co	5.62	51.30	288.30	21					
110059	Lebanon and Brookside (n. o.)	Philadelphia and Reading Rwy. Co.	43.25	64.13	2,773.62	14.90					
110060	Monroe Station (n. o.) and Ricketts.	Lehigh Valley R. R. Co	35.50	53.01	1,881.85	10.73					
110061	Schuylkill Haven and Glen Carbon.	Philadelphia and Reading Rwy. Co.	13.68	42.75	584.82	9.46					
110062	Topton and Kutztown	do	4.75	42.75	203.06	18					
110063	Pittsburg, Pa., and Cumberland, Md.	Baltimore and Ohio R. R. Co.	150.70	244.53	36,850.67	25.29	150.20	50.00	7,510.00	1 line 60 feet	
110064	Carbondale and Susquehanna.	Erie R. R. Co	39.82	64.13	2,553.65	12.44					
110065	Stokesdale Junction (n. o.) and Antrim.	Fall Brook Rwy. Co	17.00	47.88	813.96	8.11					
110066	Phœnixville and Uwchland	Philadelphia and Reading Rwy. Co.	11.61	43.61	506.30	12					
110067	Montandon and Bellefonte	Pennsylvania R. R. Co	67.72	87.21	5,905.85	12					
110068	Vacant.										
110069	Towanda and Foot of Plane	Barclay R. R. Co	15.12	42.75	646.38	8.68					
110070	Rockwood and Johnstown	Baltimore and Ohio R. R. Co.	45.44	73.53	3,341.20	13.24					
110071	Marion and Richmond Furnace.	Cumberland Valley R. R. Co.	20.18	79.52	1,604.71	12					
110072	Mount Dallas Station (n. o.), Pa., and Cumberland, Md.	Pennsylvania R. R. Co	45.11	73.53	3,316.93	12.50					
110073	Allentown and Harrisburg	Philadelphia and Reading Rwy. Co.	90.30	170.15	15,364.54	26					
110074	Vacant.										
110075	Lansdale and Doylestown	Philadelphia and Reading Rwy. Co.	10.41	129.96	3,352.88	36.24					
110076	Red Bank Furnace and Driftwood.	Allegheny Valley Rwy. Co.	110.21	106.02	11,684.46	12					
110077	Chambersburg and Waynesboro.	Mont Alto R. R. Co	20.61	64.13	1,321.71	12					
110078	Tunkhannock and Montrose.	Montrose Rwy. Co	27.32	53.87	1,471.72	12					
110079	Reedsville and Belleville	Kishacoquillas Valley R. R. Co.	9.40		301.85	6					Agreement.

C.—*Railroad Mail Service and railway post-office cars as in operation June 30, 1897*—Continued.

Number of route.	State and termini.	Title of company.	Length of route.	Pay per mile for transportation.	Annual rate of pay for transportation.	Average number of trips per week.	Authorized mileage, railway post-office cars.	Pay per mile for railway post-office cars.	Annual rate of pay for railway post-office cars.	Lines of railway post-office cars authorized.	Remarks.
	PENNSYLVANIA—continued.		*Miles.*	*Dollars.*	*Dollars.*		*Miles.*	*Dollars.*	*Dollars.*		
110080	Mechanicsburg and Dillsburg.	Cumberland Valley R. R. Co.	8.80	52.16	459.00	15					
110081	Pittsburg and West Brownsville.	Pennsylvania R. R. Co.	53.91	119.70	6,453.02	26.60					
110082	Woodville and Hickman	Pittsburg, Chartiers and Youghiogheny Rwy. Co.	3.81	42.75	162.87	6					
110083	Snow Shoe and Snow Shoe Intersection (n. o.).	Pennsylvania R. R. Co.	17.22	42.75	736.15	6					
110084	Hollidaysburg and Isett	do	20.40	52.16	1,064.05	16.47					
110085	Mount Union and Robertsdale.	East Broad Top R. R. and Coal Co.	30.13	45.32	1,365.49	12					
110086	Mount Jewett and Callery	Pittsburg and Western Rwy. Co.	138.72	82.08	11,386.13	14.48					
110087	Bellwood and Horatio	Pennsylvania and Northwestern R. R. Co.	61.07	75.24	4,594.90	11.78					
110088	Alaska (n. o.) and Mount Carmel.	Philadelphia and Reading Rwy. Co.	2.16	42.75	89.77	30					
110089	Reading and Slatington	do	44.08	51.30	2,261.30	6					
110090	Berlin and Garrett	Baltimore and Ohio R. R. Co.	8.50	42.75	363.37	12					
110091	Larabee and Clermont	Western New York and Pennsylvania R. R. Co.	22.20	49.59	1,100.89	14.42					
110092	Delta and Peach Bottom	York Southern R. R. Co.	5.73	42.75	244.95	6					
110093	Vacant.										
110094	Oxford and Susquehanna (n. o.)	Lancaster, Oxford and Southern R. R. Co.	20.13	42.75	860.55	10					
110095	Pittsburg and Castle Shannon.	Pittsburg and Castle Shannon R. R. Co.	6.73	42.75	287.70	12					
110096	Newcastle and Stoneboro	Western New York and Pennsylvania R. R. Co.	35.34	66.69	2,356.82	15.68					
110097	Whitehaven and Upper Lehigh.	Central R. R. Co. of New Jersey.	9.80	42.75	418.95	18					
110098	Norristown and Lansdale	Stony Creek R. R. Co	10.86	42.75	464.26	12					
110099	Osceola Mills and Belsena Mills.	Pennsylvania R. R. Co.	17.38	50.45	876.82	15					
110100	Tamaqua and Manchchunk	Central R. R. Co. of New Jersey.	15.68	55.58	871.49	21					
110101	Wilkesbarre and Wanamie	do	12.27	42.75	524.54	18					

	brook, N. J.	Rwy. Co.								1 line 40 feet.	
110104	Greensburg and Fairchance.	Pennsylvania R. R. Co.....	44.62	118.85	5,303.08	23.10	.....	.....	.....	.....	
110105	Sheffield and Elulalia.....	Tionesta Valley R. R. Co....	12.78	42.75	546.34	12	.....	.....	.....	.....	
110106	Millersburg and Lykens....	Northern Central Rwy. Co..	15.14	61.56	932.01	18	.....	.....	.....	.....	
110107	Meadville and Linesville....	Pittsburg, Shenango and Lake Erie R. R. Co.	21.17	71.82	1,520.42	16.72	.....	.....	.....	.....	
110108	Lewistown Junction (n. o.) and Selinsgrove Junction (n. o.).	Pennsylvania R. R. Co	45.00	68.27	2,847.15	12	.....	.....	.....	.....	
110109	Glenside and New Hope.....	Northeast Pennsylvania R. R. Co.	25.92	67.55	1,750.89	15.97	.....	.....	.....	.....	
110110	Hartley Hall and Nordmont.	Williamsport and North Branch R. R. Co.	27.28	59.85	1,632.70	12	.....	.....	.....	.....	
110111	Manor Station and Claridge.	Pennsylvania R. R. Co.....	3.97	42.75	169.71	12	.....	.....	.....	.....	
110112	Jersey Shore and Gazzam...	New York Central and Hudson River R. R. Co.	114.88	78.66	9,036.46	6	.....	.....	.....	.....	
110113	Tyrone and Benore.....	Pennsylvania R. R. Co.....	25.39	42.75	1,085.42	12	.....	.....	.....	.....	
110114	Washington and Waynesburg.	Waynesburg and Washington R. R. Co.	29.31	83.79	2,455.88	12	.....	.....	.....	.....	
110115	Bangor Junction (n. o.), Pa., and Brainards, N. J.	Bangor and Portland Rwy. Co.	4.60	55.58	255.66	21	.....	.....	.....	.....	
110116	Honesdale and Carbondale..	Delaware and Hudson Canal Co.	20.15	51.30	1,033.69	18	.....	.....	.....	.....	
110117	Philadelphia (Third and Berks Street Station) and Newtown.	Philadelphia, Newtown and New York R. R. Co	24.90	58.14	1,447.68	24	.....	.....	.....	.....	
110118	Latrobe and Ligonier	Ligonier Valley R. R. Co....	10.78	47.88	516.14	12	.....	.....	.....	.....	
110119	Shenandoah and Mahanoy Plane.	Philadelphia and Reading Rwy. Co.	7.15	55.58	397.39	39	.....	.....	.....	.....	
110120	Brisbin and Goss Run Junction (n. o.).	Pennsylvania R. R. Co.....	1.07	42.75	45.74	12	.....	.....	.....	.....	
110121	Vacant.										
110122	Vacant.										
110123	Pittsburg, Pa., and Youngstown, Ohio.	Pittsburg and Lake Erie R. R. Co.	68.22	206.06	14,057.41	44.13	.....	.....	.....	.....	
110124	Columbia, Pa., and Port Deposit, Md.	Pennsylvania R. R. Co.....	39.63	47.88	1,897.48	12	.....	.....	.....	.....	
110125	Allegheny and Newcastle...	Pittsburg and Western Rwy. Co.	57.64	128.25	7,392.33	18.46	52.60	50.00	2,630.00	1 line 60 feet..	R. P. O. Willow Grove Junction (n. o.) to Newcastle Junction (n. o.).
110126	D. and M. Junction (n. o.) and Shippensburg.	Philadelphia and Reading Rwy. Co.	28.71	64.13	1,841.17	14.67	.....	.....	.....	.....	
110127	Montour Junction (n. o) and Imperial.	Montour R. R. Co	11.00	42.75	470.25	12	.....	.....	.....	.....	
110128	Portland and Nazareth.....	Bangor and Portland Rwy. Co.	26.44	67.55	1,786.02	13.81	.....	.....	.....	.....	
110129	Irwin and Blackburn	Penn. Gas Coal Co.'s Youghiogheny R. R.	8.46	42.75	361.66	6	.....	.....	.....	.....	

C.—*Railroad Mail Service and railway post-office cars as in operation June 30, 1897*—Continued.

Number of route.	State and termini.	Title of company.	Length of route.	Pay per mile for transportation.	Annual rate of pay for transportation.	Average number of trips per week.	Authorized mileage, railway post-office cars.	Pay per mile for railway post-office cars.	Annual rate of pay for railway post-office cars.	Lines of railway post-office cars authorized.	Remarks.
	PENNSYLVANIA—continued.		*Miles.*	*Dollars.*	*Dollars.*		*Miles.*	*Dollars.*	*Dollars.*		
110130	Daguscahonda and Dagus Mines.	Erie R. R. Co	6.02	42.75	257.35	12					
110131	Landenburg and Pasadena	Pennsylvania R. R. Co	18.77	42.75	802.41	6					
110132	Bradford and Smethport	Bradford, Bordell and Kinzua Rwy. Co.	25.83	43.61	1,126.44	12					
110133	Mills and Ulysses	Fall Brook Rwy. Co	7.49	77.81	582.79	12					
110134	Lumber Yard (n. o.) and Jeddo.	Lehigh Valley R. R. Co	3.56	45.32	161.34	12					
110135	Dubois Junction (n. o.) and Beech Creek R. R. Depot in Clearfield (n. o.)	Buffalo, Rochester, and Pittsburg Rwy. Co.	26.33	44.46	1,170.63	12					
110136	Blossburg and Morris Run	Erie R. R. Co	3.80	42.75	162.45	6					
110137	Junction and Quarryville	Reading and Columbia R. R. Co.	23.47	73.53	1,725.74	16.15					
110138	Saxton and Dudley	Huntingdon and Broad Top Mountain R. R. Co.	5.94	42.75	253.93	6					
110139	Laurenceville and Mills	Fall Brook Rwy. Co	34.79	88.07	3,063.95	12					
110140	Hollidaysburg Junction (n. o.) and Newry.	Pennsylvania R. R. Co	3.27	42.75	139.79	12.90					
110141	Broadford and Mount Pleasant.	Baltimore and Ohio R. R. Co.	10.31	42.75	440.75	6					
110142	Vacant.										
110143	Negley and Verona	Allegheny Valley R. R Co	6.90	42.75	294.97	12					
110144	Port Allegany and Coudersport.	Coudersport and Port Allegany R. R. Co.	17.45	51.30	895.19	18.89					
110145	Mercersburg Junction (n. o.) and Mercersburg.	Cumberland Valley R. R. Co.	2.62	77.81	203.86	10					
110146	West Brownsville and Uniontown.	Pennsylvania R. R. Co	18.79	22.75	803.27	12					
110147	Clarion Junction (n. o.) and Clarion.	Pittsburg and Western Rwy. Co.	6.54	54.72	357.86	18					
110148	County Home Junction (n. o.) and Herminie.	Pennsylvania R. R. Co	10.38	42.75	443.74	12					
110149	Lebanon and Cornwall	Cornwall R. R. Co	6.36	42.75	271.89	12					
110150	Vacant.										
110151	Youngwood Station (n. o.) and Tranger.	Pennsylvania R. R. Co	12.53	42.75	535.65	12					

110152	Branchton and Hilliards	Pittsburg, Shenango and Lake Erie R. R. Co.	10.63	42.75	954.43	6				
110153	East Mahanoy Junction (n. o.) and West Milton.	Philadelphia and Reading Rwy. Co.	67.36	57.29	3,859.05	6.90				
110154	Cornwall and Conewago	Cornwall and Lebanon R. R. Co.	16.43	42.75	702.38	12				
110155	Hunters Run and Gettysburg.	Gettysburg and Harrisburg Rwy. Co.	21.59	81.23	1,758.75	18				
110156	Newcastle Junction (n. o.) and Newcastle.	Pittsburg and Lake Erie R. R. Co.	3.01	68.40	205.38	39				
110157	Springfield Junction (n. o.) and Mines.	Pennsylvania R. R. Co	8.20	42.75	350.55	12				
110158	Easton and Belfast Station (n. o.)	Bangor and Portland Rwy. Co.	8.00	55.58	444.64	21				
110159	Pittsburg and Newhaven	Pittsburg and Lake Erie R. R. Co.	59.81	65.84	3,937.89	10.82				
110160	Philadelphia and Station H (Chestnut Hill).	Pennsylvania R. R. Co	12.03	96.62	1,162.33	62				
110161	Holmesburg Junction (n. o.) and Substation 28 (Bustleton).	do	4.11	42.75	175.69	12				
110162	Springfield Station (n. o.) and St. Peters.	Wilmington and Northern R. R. Co.	7.00	42.75	299.25	12				
110163	Vacant.									
110164	Warren, Pa., and Salamanca, N. Y.	Western New York and Pennsylvania R. R. Co.	42.24	56.43	2,383.60	12				
110165	Vacant.									
110166	Turbotville and Watsontown.	Central Pennsylvania and Western R. R. Co.	6.48	42.75	277.02	12				
110167	Keating and Karthaus	Pennsylvania R. R. Co	22.16	42.75	947.34	6				
110168	Irvona and Cresson	do	27.61	42.75	1,180.32	10				
110169	Hazleton and New Boston	Lehigh Valley R. R. Co	18.39	58.14	1,069.19	40.19				
110170	Luzerne and Noxen	do	18.32	42.75	783.18	12				
110171	Foresthouse and Austin	Sinnemahoning Valley R. R. Co.	9.15	43.61	399.03	15				
110172	Jamison City and D., L. and W. depot in Bloomsburg, Pa. (n. o.).	Bloomsburg and Sullivan R. R. Co.	30.02	54.72	1,642.69	16				
110173	Vacant.									
110174	Wilkesbarre and Rockglen Junction (n. o.).	Pennsylvania R. R. Co	39.68	52.16	2,069.70	12				
110175	New Boston and Pottsville	do	10.08	58.14	586.05	36				
110176	Goff and Donahoe Station (n. o.)	do	4.25	42.75	181.68	12				
110177	Bloomsburg and Rupert	Rupert and Bloomsburg R. R. Co.	2.35	42.75	100.46	12				
110178	Beechtree Junction (n. o.) and Beechtree.	Buffalo, Rochester and Pittsburg Rwy. Co.	2.39	42.75	102.17	12				
110179	Wampum Junction (n. o.) and Homewood.	Pennsylvania Co	5.89	42.75	251.79	12.57				
110180	Rockhill Furnace and Shadegap.	East Broad Top R. R. and Coal Co.	6.96	42.75	297.54	6				

C.—*Railroad Mail Service and railway post-office cars as in operation June 30, 1897*—Continued.

Number of route.	State and termini.	Title of company.	Length of route.	Pay per mile for transportation.	Annual rate of pay for transportation.	Average number of trips per week.	Authorized mileage, railway post-office cars.	Pay per mile for railway post-office cars.	Annual rate of pay for railway post-office cars.	Lines of railway post-office cars authorized.	Remarks.
	NEW YORK—continued.		*Miles.*	*Dollars.*	*Dollars.*		*Miles.*	*Dollars.*	*Dollars.*		
107157	Vacant.										
107158	Millerton and State Line (n. o.).	Philadelphia, Reading and New England R. R. Co.	1.60	42.75	68.40	9	.....	.....	.....	.....	
107159	Van Etten Junction (n. o.) and Geneva Junction (n. o.).	Lehigh Valley R. R. Co.....	56.30	76.10	4,284.43	6	56.30	25.00	1,407.50	1 line 40 feet..	
107160	Geneva and Buffalo	.....do	104.17	132.53	13,805.65	22.92	103.20	25.00	2,580.00	.....do.....	
107161	Rochester and Honeoye Falls.	.....do	16.35	64.98	1,062.42	32.64	.....	.....	.....	.....	
107162	Olean and Bolivar.....	Central New York and Western R. R. Co.	18.53	.....	720.00	6	.....	.....	.....	.....	Agreement.
107163	Dolgeville and Little Falls..	Little Falls and Dolgeville R. R. Co.	11.20	46.17	517.10	12	.....	.....	.....	.....	
107164	Stanley and Naples	Lehigh Valley R. R. Co	22.52	42.75	962.73	12	.....	.....	.....	.....	
107165	Clifton (n. o.) and Rosebank.	Staten Island Rapid Transit R. R. Co.	1.30	42.75	55.57	6	.....	.....	.....	.....	
107166	Vacant.										
107167	Malone and Poland	New York Central and Hudson River R. R. Co.	158.10	74.39	11,761.05	12	.....	.....	.....	.....	
107168	Lake Clear Junction (n. o.) and Saranac Lake.	.....do	6.65	42.75	284.28	12	.....	.....	.....	.....	
107169	Vacant.										
107170	Vacant.										
107171	Malone and Canada Line (n. o.).	.....do	11.34	.....	340.20	6	.....	.....	.....	.....	Do.
107172	Vacant.										
107173	Geneva and Stanley	Lehigh Valley R. R. Co.....	8.35	42.75	356.96	6	.....	.....	.....	.....	
107174	East New York Junction (n. o.) and Manhattan Beach Station.	Long Island R. R. Co	9.10	.....	50.00	6	.....	.....	.....	.....	Do.
107175	Bushwick Junction (n. o.) and East New York.	.....do	3.08	42.75	131.67	16.85	.....	.....	.....	.....	
107176	Mechanicsville and Schenectady.	Delaware and Hudson Canal Co.	17.41	.....	500.00	6	.....	.....	.....	.....	Do.
107177	Bridgehampton and Amagansett.	Long Island R. R. Co	10.36	.....	442.89	6	.....	.....	.....	.....	Do.
107178	Echo and Wading River	.....do	12.40	42.75	530.09	6	.....	.....	.....	.....	
107179	Attica and Arcade.....	Buffalo, Attica and Arcade R. R. Co.	26.21	.....	600.00	6	.....	.....	.....	.....	Do.

107180	Vacant.										
107181	Broadalbin Junction (n. o.) and Broadalbin.	Fonda, Johnstown and Gloversville R. R. Co.	6.20	42.75	265.05	12					
107182	Honeoye Falls and Holden.	Lehigh Valley R. R. Co	13.03	42.75	557.03	6					
107183	Vacant.										
107184	Vacant.										
107185	Vacant.										
107186	Vacant.										
107187	Vacant.										
107188	Vacant.										
107189	Benson Mines and Newton Falls.	New York Central and Hudson River R. R. Co.	3.48			6					Pay not fixed.
107190	Brooklyn (Fulton and Court streets) and Station O (Sheepshead Bay).	Kings County Elevated Rwy. Co.	9.50	42.75	406.12	6					
107191	Pecksport (n. o.) and Whites Corners (n. o.).	New York, Ontario and Western Rwy. Co.	3.70	42.75	158.17	6					
107192	Erie Junction (n. o.) N. Y., and Genesee, Pa.	New York and Pennsylvania R. R. Co.	28.10	42.75	1,201.27	6					
107193	Depew Junction (n. o.) and Tonawanda Junction (n. o.).	Lehigh Valley R. R. Co	10.48	42.75	448.02	6					
			7,763.95		2,068,489.75				279,855.10		
	NEW JERSEY.										
109001	New York, N. Y., and Easton, Pa.	Central R. R. Co. of New Jersey.	74.20	226.58	16,812.23	54.62	80.20	75.00	2,265.00	1 line 60 feet, and 1 line 40 feet.	R. P. O. Jersey City to Boundbrook, N. J.
109002	Somerville and Flemington	do	15.75	55.58	875.38	24					
109003	Elizabethport (n. o.) and Bayhead Junction (n. o.)	do	50.21	183.83	9,230.10	29.90					
109004	New York, N. Y., and Philadelphia, Pa.	Pennsylvania R. R. Co	90.65	3,151.53	285,686.19	252.13	89.65	650.00	58,272.50	12 lines 60 feet; 2 lines 40 feet.	
109005	Camden and South Amboy	do	61.47	127.40	7,831.27	35.98					
109006	Camden and Pemberton	do	25.63	111.15	2,848.77	39.61					
109007	Burlington and Lumberton	do	10.34	42.75	442.03	27					
109008	Trenton and Manunka Chunk (n. o.)	do	67.85	140.22	9,513.92	36.85					
109009	Lambertville and Flemington.	do	12.48	47.88	597.54	18					
109010	East Millstone and New Brunswick.	do	8.50	42.75	363.37	12					
109011	Rocky Hill and Monmouth Junction.	do	6.87	42.75	293.69	12					
109012	Kinkora and Juliustown	do	9.85	42.75	421.08	12					
109013	Hoboken and Denville	Delaware, Lackawanna and Western R. R. Co.	36.69	173.57	6,368.28	52.72					
109014	Dover and Chester	do	14.05	42.75	600.63	12					
109015	Philadelphia, Pa., and Atlantic City, N. J.	West Jersey and Seashore R. R. Co.	59.49	102.60	6,103.67	29.26					

C.—*Railroad Mail Service and railway post-office cars as in operation June 30, 1897*—Continued.

Number of route.	State and termini.	Title of company.	Length of route.	Pay per mile for transportation.	Annual rate of pay for transportation.	Average number of trips per week.	Authorized mileage, railway post-office cars.	Pay per mile for railway post-office cars.	Annual rate of pay for railway post-office cars.	Lines of railway post-office cars authorized.	Remarks.
	NEW JERSEY—continued.		*Miles.*	*Dollars.*	*Dollars.*		*Miles.*	*Dollars.*	*Dollars.*		
109016	Vacant.										
109017	Jersey City, N. J., and Nyack, N. Y.	Northern R. R. Co. of New Jersey.	30.38	109.44	3,324.78	39	.....	.....	.....	.....	
109018	Barnegat City and Barnegat City Junction (n. o.).	Manahawkin and Long Beach Transportation Co.	8.43	42.75	360.38	6	.....	.....	.....	.....	
109019	Newfield and Atlantic City..	West Jersey and Seashore R. R. Co.	34.60	64.13	2,218.89	16.50	.....	.....	.....	.....	
109020	Pleasantville and Somers Point.	.....do	7.43	42.75	317.63	12	.....	.....	.....	.....	
109021	Elmer and Salem.....	.....do	17.62	53.01	934.03	20.56	.....	.....	.....	.....	
109022	Woodbury and Riddleton Junction (n. o.).	.....do	22.24	70.11	1,559.24	21	.....	.....	.....	.....	
109023	Monmouth Junction and Sea Girt (n. o).	Pennsylvania R. R. Co	33.38	66.69	2,226.11	12.22	.....	.....	.....	.....	
109024	Jersey City, N. J., and Haverstraw, N. Y.	New Jersey and New York R. R. Co.	41.79	71.82	3,001.35	8	.....	.....	.....	.....	
109025	Waterloo and Franklin Furnace.	Sussex R. R. Co.....	23.49	66.69	1,566.54	17.28	.....	.....	.....	.....	
109026	Highlands and Branchport (n. o.).	Central R. R. Co. of New Jersey.	7.52	42.75	321.48	21	.....	.....	.....	.....	
109027	Newark and Montclair.....	Delaware, Lackawanna and Western R. R. Co.	6.21	76.95	477.85	30	.....	.....	.....	.....	
109028	Washington, N. J., and Easton, Pa.	.....do	14.37	79.53	1,142.70	7.50	.....	.....	.....	.....	
109029	Oak Island Junction (n. o.) and Jersey City (Washington street).	Lehigh Valley R. R. Co	6.78	42.75	289.84	6	6.78	25.00	169.50	1 line 40 feet..	
109030	Newark and Paterson.....	Erie R. R. Co.....	11.74	47.88	562.11	33.50	.....	.....	.....	.....	
109031	Vacant.										
109032	Whiting and Tuckerton	Tuckerton R. R. Co.....	29.61	70.97	2,101.42	12	.....	.....	.....	.....	
109033	Bridgeton and Bivalve.....	Central R. R. Co. of New Jersey.	20.97	70.11	1,470.20	12	.....	.....	.....	.....	
109034	Jersey City, N J., and Greenwood Lake, N. Y.	New York and Greenwood Lake Rwy. Co.	48.12	66.69	3,209.12	12.57	.....	.....	.....	.....	
109035	Williamstown Junction (n. o.) and Mullica Hill.	Atlantic City R. R. Co	19.73	42.75	843.46	12	.....	.....	.....	.....	
109036	Summit and Barnardsville ..	Delaware, Lackawanna and Western R. R. Co.	14.80	56.58	822.58	18	.....	.....	.....	.....	

109039	Woodbury and Penn Grove..	Delaware River R. R. Co...	20.11	51.80	1,031.64	15.50	.....	.....	.....	.....
109040	High Bridge and Rockaway.	Central R. R. Co. of New Jersey.	30.69	54.72	1,679.35	13	.....	.....	.....	.....
109041	Camden and Cape May.....	West Jersey and Seashore R. R. Co.	82.21	147.06	12,089.80	38.29	.....	.....	.....	.....
109042	Beach Haven and Manahawkin.	Pennsylvania R. R. Co.....	12.53	42.75	535.65	6	.....	.....	.....	.....
109043	Matawan Station (n. o.) and Freehold.	Central R. R. Co. of New Jersey.	12.58	65.84	828.26	30	.....	.....	.....	.....
109044	Trenton and Trenton Junction.	Philadelphia and Reading Rwy. Co.	4.26	42.75	182.11	33	.....	.....	.....	.....
109045	Haddonfield and Medford...	West Jersey and Seashore R. R. Co.	12.19	42.75	521.12	21	.....	.....	.....	.....
109046	Bordentown and Trenton...	Pennsylvania R. R. Co.....	6.10	70.97	432.91	39	.....	.....	.....	.....
109047	Sea Isle City and Stone Harbor.	West Jersey and Seashore R. R. Co.	8.41	42.75	359.52	12	.....	.....	.....	.....
109048	Branchville Junction (n. o.) and Branchville.	Sussex R. R. Co.....	6.37	50.45	321.36	9.20	.....	.....	.....	.....
109049	Redbank and Bridgeton.....	Central R. R. Co. of New Jersey.	95.69	64.13	6,136.59	14.80	.....	.....	.....	.....
109050	Manchester and Barnegat...	.....do	22.25	42.75	951.18	30.73	.....	.....	.....	.....
109051	Glassboro and Bridgeton....	West Jersey and Seashore R. R. Co.	20.85	144.50	3,012.82	30	.....	.....	.....	.....
109052	Greycourt, N. Y., and Belvidere, N. J.	Lehigh and Hudson River Rwy. Co.	63.42	50.45	3,199.53	9.60	.....	.....	.....	.....
109053	Princeton Junction and Princeton.	Pennsylvania R. R. Co.....	3.51	76.95	270.09	45	.....	.....	.....	.....
109054	Whiting and Bayhead Junction (n. o.).	.....do	28.80	42.75	1,231.20	7.61	.....	.....	.....	.....
109055	Rutherford Junction (n. o.) and Ridgewood Junction (n. o.).	Erie R. R. Co.....	9.98	88.92	887.42	17.79	9.98	25.00	249.50	½ line 60 feet..
109056	Vacant.									
109057	Manumuskin and Maurice River.	West Jersey and Seashore R. R. Co.	10.36	42.75	442.89	12	.....	.....	.....	.....
109058	Kays (n. o.), N. J., and Stroudsburg, Pa.	New York, Susquehanna and Western R. R. Co.	46.75	42.75	1,998.56	7.71	.....	.....	.....	.....
109059	Delaware and Columbia Junction (n. o.).	.....do	3.16	42.75	135.09	6	.....	.....	.....	.....
109060	Sea Isle Junction (n. o.) and Ocean City.	West Jersey and Seashore R. R. Co.	15.48	42.75	661.77	12	.....	.....	.....	.....
109061	Anglesea Junction (n. o.) and Holly Beach.	.....do	7.65	42.75	327.03	12	.....	.....	.....	.....
109062	Edison and Hopatcong Junction (n. o.).	Central R. R. Co. of New-Jersey.	15.55	42.75	664.76	6	.....	.....	.....	.....
109063	Whiting and Birmingham...	Pennsylvania R. R. Co.....	18.71	42.75	799.85	12	.....	.....	.....	.....
109064	Vacant.									
109065	Hightstown and Pemberton.	Union Transportation Co...	25.99	69.26	1,800.06	6	.....	.....	.....	.....

C.—*Railroad Mail Service and railway post-office cars as in operation June 30, 1897*—Continued.

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	NEW JERSEY—continued.		*Miles.*	*Dollars.*	*Dollars.*		*Miles.*	*Dollars.*	*Dollars.*		
109066	Ringwood and Ringwood Junction (n. o.).	New York and Greenwood Lake Rwy. Co.	2.61	42.75	111.57	6	.....	.....	.....	.....	
109067	Pottersville and White House Station.	Rockaway Valley Rwy. Co..	8.40	42.75	359.10	12	.....	.....	.....	.....	
109068	Vacant.										
109069	Matawan Junction (n. o.) and Atlantic Highlands.	Central R. R. Co. of New Jersey.	11.02	53.87	593.64	17.21	.....	.....	.....	.....	
109070	Brown Mills and Brown Mills Junction (n. o.).	Pennsylvania R. R. Co.....	2.02	42.75	86.35	12	.....	.....	.....	.....	
109071	Bernardsville and Gladstone	Delaware, Lackawanna and Western R. R. Co.	7.89	42.75	337.29	12	.....	.....	.....	.....	
109072	Philadelphia, Pa., and Atlantic City, N. J.	Atlantic City R. R. Co.....	57.39	53.01	3,042.24	15.96	.....	.....	.....	.....	
100073	Camden and Grenloch.....	.....do	13.44	42.75	574.56	12	.....	.....	.....	.....	
109074	Brigantine Junction (n. o.) and Brigantine.	.....do	14.54	42.75	621.58	12	.....	.....	.....	.....	
109075	Landsdown Station (n. o.) and Pittstown.	Lehigh Valley R. R. Co.....	3.99	42.75	170.57	12	.....	.....	.....	.....	
109076	New Brunswick and South Amboy.	Raritan River R. R. Co.....	13.65	42.75	583.53	18	.....	.....	.....	.....	
109077	Vacant.										
109078	Vacant.										
109079	Newark and Jersey City....	Central R. R. Co. of New Jersey.	7.81	162.45	1,268.78	50.62	.....	.....	.....	.....	
109080	Alloway Junction (n. o.) and Quinton.	West Jersey and Seashore R. R. Co.	4.41	42.75	188.52	18	.....	.....	.....	.....	
109081	Rockaway and Hibernia....	Central R. R. Co. of New Jersey.	3.64	42.75	155.61	18	.....	.....	.....	.....	
109082	Morristown and Whippany .	Whippany River R. R. Co ..	4.54	42.75	194.08	12	.....	.....	.....	.....	
109083	Pottersville and Morristown	Rockaway Valley Rwy. Co.	19.76	42.75	844 74	12	.....	.....	.....	.....	
109084	Lodi Junction (n. o.) and Lodi.	New York, Susquehanna and Western R. R. Co.	1.75	.....	.....	6	.....	.....	.....	.....	Pay not fixed.
109085	Bridgton Junction (n. o) and East Bridgton (n. o.).	Central Railroad Co. of New Jersey.	2.04	42.75	87.21	6	.....	.....	.....	.....	
			1,799.84		433,096.75				60,956.50		

	PENNSYLVANIA.										
110001	Philadelphia and Pittsburg.	Pennsylvania R. R. Co.....	353.80	2,061.07	736,282.56	69.91	353.80	450.00	159,210.00	9 lines 60 feet.	
110002	Philadelphia and Pottsville.	Philadelphia and Reading Rwy. Co.	93.00	191.52	17,811.36	52.36	8.20	75.00	240.00	1 line 60 feet and 1 line 40 feet.	R. P. O. Park Junction (n. o.) to West Falls (n. o.), Philadelphia, Pa.
110003	Philadelphia and West Chester	Philadelphia, Wilmington and Baltimore R. R. Co.	27.75	165.02	4,579.30	44.04	.....	.....	.....	.....	
110004	Philadelphia (Twelfth and Market Streets Station) and Bethlehem.	Philadelphia and Reading Rwy. Co.	56.82	235.98	18,408.37	36.35	5.72	75.00	429.00	1 line 60 feet and 1 line 40 feet.	R. P. O. Wayne Junction (n. o.) to Jenkintown.
110005	Philadelphia (Twelfth and Market Streets Station) and Norristown.	.....do	17.26	136.80	2,361.16	99.54	.....	.....	.....	.....	
110006	Sunbury and Williamsport..	Pennsylvania R. R. Co.....	40.56	331.74	18,455.37	45	39.60	40.00	1,584.00	1 line 50 feet..	
110007	Bridgeport and Exton.....	Philadelphia and Chester Valley R. R. Co.	16.39	42.75	700.67	12	.....	.....	.....	.....	
110008	Chester, Pa., and Port Deposit, Md.	Philadelphia, Wilmington and Baltimore R. R. Co.	58.45	123.98	7,246.63	16.46	.....	.....	.....	.....	
110009	Honesdale and Lackawaxen.	Erie R. R. Co.....	24.89	74.39	1,851.56	18	.....	.....	.....	.....	
110010	Oak Island Junction (n. o.), N. J., and Waverly, N. Y.	Lehigh Valley R. R. Co.....	265.35	189.81	50,356.08	50.89	263.15	25.00	6,578.75	1 line 40 feet..	
110011	Penn Haven Junction (n. o.) and Mount Carmel.	.....do	45.93	71.82	3,298.69	29.28	.....	.....	.....	.....	
110012	Hazle Creek Junction (n. o.) and Audenried.	.....do	8.60	42.75	367.65	14.58	.....	.....	.....	.....	
110013	Shamokin and Herndon.....	Philadelphia and Reading Rwy. Co.	21.24	42.75	908.01	12	.....	.....	.....	.....	
110014	Pottsville and Williamsport.	.....do	117.95	123.12	14,522.00	27.22	.....	.....	.....	.....	
110015	Sunbury and Sugarloaf.....	Pennsylvania R. R. Co.....	44.79	64.98	2,910.45	14.49	.....	.....	.....	.....	
110016	Penn Haven Junction (n. o.) and Sugarloaf.	Lehigh Valley R. R. Co.....	23.58	101.75	2,399.26	14.07	.....	.....	.....	.....	
110017	Scranton and Northumberland.	Delaware, Lackawanna and Western R. R. Co.	80.70	152.19	12,281.73	24.09	.....	.....	.....	.....	
110018	Wilkesbarre and Carbondale.	Delaware and Hudson Canal Co.	35.85	105.17	3,770.34	30.08	.....	.....	.....	.....	
110019	Port Clinton and Tamaqua..	Philadelphia and Reading Rwy. Co.	20.62	89.78	1,851.26	18	.....	.....	.....	.....	
110020	Elmira, N. Y., and Hoytville, Pa.	Erie R. R. Co.....	64.36	82.08	5,282.66	10.73	.....	.....	.....	.....	
110021	Williamsport, Pa., and Elmira, N. Y.	Northern Central Rwy. Co..	78.47	226.58	17,779.73	29	77.70	25.00	1,942.50	1 line 40 feet..	
110022	Williamsport and Erie.....	Pennsylvania R. R. Co.....	247.92	153.05	37,944.15	20.51	.....	.....	.....	.....	
110023	Sunbury and Mount Carmel.	Northern Central Rwy. Co..	27.85	70.97	1,976.51	20.22	.....	.....	.....	.....	
110024	Bradford, Pa., and Carrollton, N. Y.	Erie R. R. Co.....	11.35	95.76	1,086.87	25	.....	.....	.....	.....	
110025	Irvine and Corry.....	Western New York and Pennsylvania R. R. Co.	94.63	132.53	12,541.31	23.71	.....	.....	.....	.....	
110026	Strasburg and Leaman Place.	Strasburg R. R.....	4.75	42.75	203.06	6	.....	.....	.....	.....	

C.—*Railroad Mail Service and railway post-office cars as in operation June 30, 1897*—Continued.

Number of route.	State and termini.	Title of company.	Length of route.	Pay per mile for transportation.	Annual rate of pay for transportation.	Average number of trips per week.	Authorized mileage railway post-office cars.	Pay per mile for railway post-office cars.	Annual rate of pay for railway post-office cars.	Lines of railway post-office cars authorized.	Remarks.
	PENNSYLVANIA—continued.		*Miles.*	*Dollars.*	*Dollars.*		*Miles.*	*Dollars.*	*Dollars.*		
110027	Lancaster and Middletown..	Pennsylvania R. R. Co.....	32.34	116.28	3,760.49	13.62	.....	.....	.....	.....	
110028	Harrisburg and Auburn....	Philadelphia and Reading Rwy. Co.	59.10	53.01	3,132.89	6	.....	.....	.....	.....	
110029	Stewartstown and New Freedom.	Stewartstown R. R. Co.....	7.56	47.03	355.54	15	.....	.....	.....	.....	
110030	Harrisburg, Pa., and Winchester, Va.	Cumberland Valley R. R. Co.	116.65	147.92	17,254.86	26.37	.....	.....	.....	.....	
110031	Columbia and Sinking Spring.	Reading and Columbia R. R. Co.	40.18	79.52	3,191.13	12	.....	.....	.....	.....	
110032	Columbia, Pa., and Frederick, Md.	Pennsylvania R. R. Co.....	69.30	93.20	6,458.76	19.21	.....	.....	.....	.....	
110033	Berlin Junction (n. o.) and East Berlin.	Berlin Branch R. R. Co.....	7.01	42.75	299.67	12	.....	.....	.....	.....	
110034	Huntingdon and Mount Dallas Station (n. o.).	Huntingdon and Broad Top Mountain R.R. and Coal Co.	45.15	99.18	4,477.97	12	.....	.....	.....	.....	
110035	Tyrone and Grampian.....	Pennsylvania R. R. Co.....	52.86	93.20	4,926.55	15.37	.....	.....	.....	.....	
110036	Altoona and Henrietta.....	.....do	28.60	66.69	1,907.33	34.18	.....	.....	.....	.....	
110037	Cresson and Ebensburg.....	.....do	11.56	56.43	652.33	12	.....	.....	.....	.....	
110038	Tyrone and Lockhaven	.....do	55.05	82.94	4,565.84	16.68	.....	.....	.....	.....	
110039	Blairsville and Allegheny...	.....do	68.94	128.25	8,841.55	32.96	.....	.....	.....	.....	
110040	Pittsburg, Pa., and Wheeling, W. Va.	Baltimore and Ohio R. R. Co.	70.56	155.61	10,979.84	31.28	.....	.....	.....	.....	
110041	Pittsburg and Oil City.....	Allegheny Valley Rwy. Co..	132.61	174.42	23,129.83	27	.....	.....	.....	.....	
110042	Branch and Indiana.....	Pennsylvania R. R. Co.....	19.12	112.01	2,141.63	19.79	.....	.....	.....	.....	
110043	Meadville and Oil City.....	Erie R. R. Co.....	36.53	76.95	2,810.98	18	.....	.....	.....	.....	
110044	Erie and Kenwood Junction (n. o.).	Pennsylvania Co.....	119.10	143.64	17,107.52	11	.....	.....	.....	.....	
110045	Oil City, Pa., and Ashtabula, Ohio.	Lake Shore and Michigan Southern Rwy. Co.	88.46	114.57	10,134.86	17.03	.....	.....	.....	.....	
110046	Bethlehem and Bangor.....	Lehigh and Lackawanna R. R. Co.	31.55	48.74	1,537.74	15	.....	.....	.....	.....	
110047	Downingtown and Conestoga Junction (n. o.).	Pennsylvania R. R. Co.....	39.04	64.13	2,503.63	13.96	.....	.....	.....	.....	
110048	West Chester and Phœnixville.	.....do	18.63	51.30	955.71	20.34	.....	.....	.....	.....	
110049	Lewistown Junction (n. o.) and Milroy.	.....do	12.46	47.88	596.58	15.17	.....	.....	.....	.....	

110050	Pottsville and Frackville	Philadelphia and Reading Rwy. Co.	10.96	42.75	468.54	21					
110051	Millesburg and Bellefonte	Pennsylvania R. R. Co	2.81	83.79	235.45	18					
110052	Carlisle and Pine Grove Furnace.	Gettysburg and Harrisburg Rwy. Co.	18.47	47.03	868.64	11.24					
110053	Freeport and Butler	Pennsylvania R. R. Co	21.09	72.68	1,532.82	18					
110054	Wilmington, Del., and Reading, Pa.	Wilmington and Northern R. R. Co.	76.24	57.29	4,367.79	7.30					
110055	Mansfield Station (n. o.) and Washington.	Pittsburg, Cincinnati, Chicago and St. Louis Rwy. Co.	22.80	110.30	2,514.84	21					
110056	Perkiomen Junction (n. o.) and Emaus.	Perkiomen R. R. Co	37.52	65.84	2,470.31	10.15					
110057	Pottstown and Bartos	Philadelphia and Reading Rwy. Co.	13.12	49.59	650.62	15					
110058	Jeddo and Sandy Run Junction (n. o.).	Lehigh Valley R. R. Co	5.62	51.30	288.30	21					
110059	Lebanon and Brookside (n. o.)	Philadelphia and Reading Rwy. Co.	43.25	64.13	2,773.62	14.90					
110060	Monroe Station (n. o.) and Ricketts.	Lehigh Valley R. R. Co	35.50	53.01	1,881.85	10.73					
110061	Schuylkill Haven and Glen Carbon.	Philadelphia and Reading Rwy. Co.	13.68	42.75	584.82	9.46					
110062	Topton and Kutztown	do	4.75	42.75	203.06	18					
110063	Pittsburg, Pa., and Cumberland, Md.	Baltimore and Ohio R. R. Co.	150.70	244.53	36,850.67	25.29	150.20	50.00	7,510.00	1 line 60 feet	
110064	Carbondale and Susquehanna.	Erie R. R. Co	39.82	64.13	2,553.65	12.44					
110065	Stokesdale Junction (n. o.) and Antrim.	Fall Brook Rwy. Co	17.00	47.88	813.96	8.11					
110066	Phœnixville and Uwchland	Philadelphia and Reading Rwy. Co.	11.61	43.61	506.30	12					
110067	Montandon and Bellefonte	Pennsylvania R. R. Co	67.72	87.21	5,905.85	12					
110068	Vacant.										
110069	Towanda and Foot of Plane	Barclay R. R. Co	15.12	42.75	646.38	8.68					
110070	Rockwood and Johnstown	Baltimore and Ohio R. R. Co.	45.44	78.53	3,341.20	13.24					
110071	Marion and Richmond Furnace.	Cumberland Valley R. R. Co.	20.18	79.52	1,604.71	12					
110072	Mount Dallas Station (n. o.), Pa., and Cumberland, Md.	Pennsylvania R. R. Co	45.11	73.53	3,316.93	12.50					
110073	Allentown and Harrisburg	Philadelphia and Reading Rwy. Co.	90.30	170.15	15,364.54	26					
110074	Vacant.										
110075	Lansdale and Doylestown	Philadelphia and Reading Rwy. Co.	10.41	129.36	3,352.88	36.24					
110076	Red Bank Furnace and Driftwood.	Allegheny Valley Rwy. Co	110.21	106.02	11,684.46	12					
110077	Chambersburg and Waynesboro.	Mont Alto R. R. Co	20.61	64.13	1,321.71	12					
110078	Tunkhannock and Montrose.	Montrose Rwy. Co	27.32	53.87	1,471.72	12					
110079	Reedsville and Belleville	Kishacoquillas Valley R. R. Co.	9.40		301.85	6					Agreement.

C.—*Railroad Mail Service and railway post-office cars as in operation June 30, 1897*—Continued.

Number of route.	State and termini.	Title of company.	Length of route.	Pay per mile for transportation.	Annual rate of pay for transportation.	Average number of trips per week.	Authorized mileage, railway post-office cars.	Pay per mile for railway post-office cars.	Annual rate of pay for railway post-office cars.	Lines of railway post-office cars authorized.	Remarks.
	PENNSYLVANIA—continued.		*Miles.*	*Dollars.*	*Dollars.*		*Miles.*	*Dollars.*	*Dollars.*		
110080	Mechanicsburg and Dillsburg.	Cumberland Valley R. R. Co.	8.80	52.16	459.00	15					
110081	Pittsburg and West Brownsville.	Pennsylvania R. R. Co	53.91	119.70	6,453.02	26.60					
110082	Woodville and Hickman	Pittsburg, Chartiers and Youghiogheny Rwy. Co.	3.81	42.75	162.87	6					
110083	Snow Shoe and Snow Shoe Intersection (n. o.).	Pennsylvania R. R. Co	17.22	42.75	736.15	6					
110084	Hollidaysburg and Isett	do	20.40	52.16	1,064.05	16.47					
110085	Mount Union and Robertsdale.	East Broad Top R. R. and Coal Co.	30.13	45.32	1,365.49	12					
110086	Mount Jewett and Callery	Pittsburg and Western Rwy. Co.	138.72	82.08	11,386.13	14.48					
110087	Bellwood and Horatio	Pennsylvania and Northwestern R. R. Co.	61.07	75.24	4,594.90	11.78					
110088	Alaska (n. o.) and Mount Carmel.	Philadelphia and Reading Rwy. Co.	2.10	42.75	89.77	30					
110089	Reading and Slatington	do	44.08	51.30	2,261.30	6					
110090	Berlin and Garrett	Baltimore and Ohio R. R. Co.	8.50	42.75	363.37	12					
110091	Larabee and Clermont	Western New York and Pennsylvania R. R. Co.	22.20	49.59	1,100.89	14.42					
110092	Delta and Peach Bottom	York Southern R. R. Co	5.73	42.75	244.95	6					
110093	Vacant.										
110094	Oxford and Susquehanna (n. o.)	Lancaster, Oxford and Southern R. R. Co.	20.13	42.75	860.55	10					
110095	Pittsburg and Castle Shannon.	Pittsburg and Castle Shannon R. R. Co.	6.73	42.75	287.70	12					
110096	Newcastle and Stoneboro	Western New York and Pennsylvania R. R. Co.	35.34	66.69	2,356.82	15.68					
110097	Whitehaven and Upper Lehigh.	Central R. R. Co. of New Jersey.	9.80	42.75	418.95	18					
110098	Norristown and Lansdale	Stony Creek R. R. Co	10.86	42.75	464.26	12					
110099	Osceola Mills and Belsena Mills.	Pennsylvania R. R. Co	17.38	50.45	876.82	15					
110100	Tamaqua and Manchchunk	Central R. R. Co. of New Jersey.	15.68	55.58	871.49	21					
110101	Wilkesbarre and Wanamie	do	12.27	42.75	524.54	18					

110102	Woodville and Reading	Pittsburg, Chartiers and Youghiogheny Rwy. Co.	8.03	42.75	129.53	6	....	....	....	....
110103	Jenkintown, Pa., and Bound Brook, N. J.	Philadelphia and Reading Rwy. Co.	49.19	230.85	11,855.51	47.11	49.14	75.00	8,685.50	1 line 60 feet; 1 line 40 feet.
110104	Greensburg and Fairchance	Pennsylvania R. R. Co.	44.62	118.80	5,303.08	23.10	....	....	....	....
110105	Sheffield and [illegible]	Tionesta Valley R. R. Co.	19.78	49.75	840.84	12	....	....	....	....
110106	Millersburg and Lykens	Northern Central Rwy. Co.	15.14	61.50	932.01	18	....	....	....	....
110107	Meadville and Linesville	Pittsburg, Shenango and Lake Erie R. R. Co.	21.17	71.89	1,520.49	16.73	....	....	....	....
110108	Lewistown Junction (n. o.) and Selinsgrove Junction (n. o.).	Pennsylvania R. R. Co.	45.00	[illegible]	[illegible]	12	....	....	....	....
110109	Glenside and New Hope	Northeast Pennsylvania R. R. Co.	[illegible]	[illegible]	1,700.80	15.07	....	....	....	....
110110	Hartley Hall and Nordmont	Williamsport and North Branch R. R. Co.	[illegible]	[illegible]	1,082.70	12	....	....	....	....
110111	Manor Station and [illegible]	Pennsylvania R. R. Co.	[illegible]	42.75	109.71	12	....	....	....	....
110112	Jersey Shore and [illegible]	[illegible] R. R. Co.	[illegible]	78.66	9,030.46	6	....	....	....	....
110113	Tyrone and [illegible]	Pennsylvania R. R. Co.	[illegible]	42.75	1,085.42	12	....	....	....	....
110114	Washington and Waynesburg	Waynesburg and Washington R. R. Co.	[illegible]	83.79	2,405.88	12	....	....	....	....
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	255.88	21	....	....	....	....
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	1,033.89	18	....	....	....	....
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	1,447.88	24	....	....	....	....
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	12	....	....	....	....
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	....	....	....	....
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	19	....	....	....	....

C.—Railroad Mail Service and railway post-office cars as in operation June 30, 1897—Continued.

Number of route.	State and termini.	Title of company.	Length of route.	Pay per mile for transportation.	Annual rate of pay for transportation.	Average number of trips per week.	Authorized mileage, railway post-office cars.	Pay per mile for railway post-office cars.	Annual rate of pay for railway post-office cars.	Lines of railway post-office cars authorized.	Remarks.
	PENNSYLVANIA—continued.		*Miles.*	*Dollars.*	*Dollars.*		*Miles.*	*Dollars.*	*Dollars.*		
110130	Daguscahonda and Dagus Mines.	Erie R. R. Co.	6.02	42.75	257.35	12					
110131	Landenburg and Pasadena	Pennsylvania R. R. Co	18.77	42.75	802.41	6					
110132	Bradford and Smethport	Bradford, Bordell and Kinzua Rwy. Co.	25.83	43.61	1,126.44	12					
110133	Mills and Ulysses	Fall Brook Rwy. Co	7.49	77.81	582.79	12					
110134	Lumber Yard (n. o.) and Jeddo.	Lehigh Valley R. R. Co	3.56	45.32	161.34	12					
110135	Dubois Junction (n. o.) and Beech Creek R. R. Depot in Clearfield (n. o.)	Buffalo, Rochester, and Pittsburg Rwy. Co.	26.33	44.46	1,170.63	12					
110136	Blossburg and Morris Run	Erie R. R. Co	3.80	42.75	162.45	6					
110137	Junction and Quarryville	Reading and Columbia R. R. Co.	23.47	73.53	1,725.74	16.15					
110138	Saxton and Dudley	Huntingdon and Broad Top Mountain R. R. Co.	5.94	42.75	253.93	6					
110139	Laurenceville and Mills	Fall Brook Rwy. Co	34.79	88.07	3,063.95	12					
110140	Hollidaysburg Junction (n. o.) and Newry.	Pennsylvania R. R. Co	3.27	42.75	139.79	12.90					
110141	Broadford and Mount Pleasant.	Baltimore and Ohio R. R. Co.	10.31	42.75	440.75	6					
110142	Vacant.										
110143	Negley and Verona	Allegheny Valley R. R Co	6.90	42.75	294.97	12					
110144	Port Allegany and Coudersport.	Coudersport and Port Allegany R. R. Co.	17.45	51.30	895.19	18.89					
110145	Mercersburg Junction (n. o.) and Mercersburg.	Cumberland Valley R. R. Co.	2.62	77.81	203.86	10					
110146	West Brownsville and Uniontown.	Pennsylvania R. R. Co	18.79	22.75	803.27	12					
110147	Clarion Junction (n. o.) and Clarion.	Pittsburg and Western Rwy. Co.	6.54	54.72	357.86	18					
110148	County Home Junction (n. o.) and Herminie.	Pennsylvania R. R. Co	10.38	42.75	443.74	12					
110149	Lebanon and Cornwall	Cornwall R. R. Co	6.36	42.75	271.89	12					
110150	Vacant.										
110151	Youngwood Station (n. o.) and Tranger.	Pennsylvania R. R. Co	12.53	42.75	535.65	12					

		Lake Erie R. R. Co.								
110153	East Mahanoy Junction (n. o.) and West Milton.	Philadelphia and Reading Rwy. Co.	67.36	57.29	3,859.05	6.90				
110154	Cornwall and Conewago	Cornwall and Lebanon R. R. Co.	16.43	42.75	702.38	12				
110155	Hunters Run and Gettysburg.	Gettysburg and Harrisburg Rwy. Co.	21.59	81.23	1,753.75	18				
110156	Newcastle Junction (n. o.) and Newcastle.	Pittsburg and Lake Erie R. R. Co.	3.01	68.40	205.88	39				
110157	Springfield Junction (n. o.) and Mines.	Pennsylvania R. R. Co.	8.20	42.75	350.55	12				
110158	Easton and Belfast Station (n. o.)	Bangor and Portland Rwy. Co.	8.00	55.58	444.64	21				
110159	Pittsburg and Newhaven	Pittsburg and Lake Erie R. R. Co.	59.81	65.84	3,937.89	10.82				
110160	Philadelphia and Station H (Chestnut Hill).	Pennsylvania R. R. Co.	12.08	96.62	1,162.33	62				
110161	Holmesburg Junction (n. o.) and Substation 28 (Bustleton).	do	4.11	42.75	175.69	12				
110162	Springfield Station (n. o.) and St. Peters.	Wilmington and Northern R. R. Co.	7.00	42.75	299.25	12				
110163	Vacant.									
110164	Warren, Pa., and Salamanca, N. Y.	Western New York and Pennsylvania R. R. Co.	42.24	56.43	2,383.60	12				
110165	Vacant.									
110166	Turbotville and Watsontown.	Central Pennsylvania and Western R. R. Co.	6.48	42.75	277.02	12				
110167	Keating and Karthaus	Pennsylvania R. R. Co.	22.16	42.75	947.34	6				
110168	Irvona and Cresson	do	27.61	42.75	1,180.32	10				
110169	Hazleton and New Boston	Lehigh Valley R. R. Co.	18.39	58.14	1,069.19	40.19				
110170	Luzerne and Noxen	do	18.32	42.75	783.18	12				
110171	Foresthouse and Austin	Sinnemahoning Valley R. R. Co.	9.15	43.61	399.03	15				
110172	Jamison City and D., L. and W. depot in Bloomsburg, Pa. (n. o.).	Bloomsburg and Sullivan R. R. Co.	30.02	54.72	1,642.69	16				
110173	Vacant.									
110174	Wilkesbarre and Rockglen Junction (n. o.).	Pennsylvania R. R. Co.	39.68	52.16	2,069.70	12				
110175	New Boston and Pottsville	do	10.08	58.14	586.05	36				
110176	Goff and Donahoe Station (n. o.)	do	4.25	42.75	181.68	12				
110177	Bloomsburg and Rupert	Rupert and Bloomsburg R. R. Co.	2.35	42.75	100.46	12				
110178	Beechtree Junction (n. o.) and Beechtree.	Buffalo, Rochester and Pittsburg Rwy. Co.	2.39	42.75	102.17	12				
110179	Wampum Junction (n. o.) and Homewood.	Pennsylvania Co.	5.89	42.75	251.79	12.57				
110180	Rockhill Furnace and Shadegap.	East Broad Top R. R. and Coal Co.	6.96	42.75	297.54	6				

C.—*Railroad Mail Service and railway post-office cars as in operation June 30, 1897*—Continued.

Number of route.	State and termini.	Title of company.	Length of route.	Pay per mile for transportation.	Annual rate of pay for transportation.	Average number of trips per week.	Authorised mileage, railway post-office cars.	Pay per mile for railway post-office cars.	Annual rate of pay for railway post-office cars.	Lines of railway post-office cars authorized.	Remarks.
	PENNSYLVANIA—continued.		*Miles.*	*Dollars.*	*Dollars.*		*Miles.*	*Dollars.*	*Dollars.*		
110181	Bearcreek and Bearcreek Junction (n. o.).	Lehigh Valley R. R. Co.....	6.00	42.75	256.50	6	.....	.....	.....	.....	
110182	Lajose and Hastings.....	Pennsylvania R. R. Co.....	14.73	42.75	629.70	9	.....	.....	.....	.....	
110183	Duncannon and New Bloomfield.	Perry County R. R. Co.....	11.42	42.75	488.20	12	.....	.....	.....	.....	
110184	McGees Mills and Glen Campbell.	Pennsylvania R. R. Co.....	8.68	42.75	371.07	12	.....	.....	.....	.....	
110185	Mount Pleasant and Scottdale Junction (n. o.).	.....do	5.62	52.16	293.13	18	.....	.....	.....	.....	
110186	Pondcreek Junction (n. o.) and Sandyrun.	Central R. R. Co. of New Jersey.	2.53	42.75	108.15	6	.....	.....	.....	.....	
110187	McKeesport and Fayette City.	Pittsburg and Lake Erie R. R. Co.	30.77	67.55	2,078.50	18	.....	.....	.....	.....	
110188	Marshburg and Kinzua.....	Western New York and Pennsylvania R. R. Co.	16.33	42.75	698.11	12	.....	.....	.....	.....	
110189	Hawley and Scranton	Erie and Wyoming Valley R. R. Co.	37.03	46.17	1,709.67	12	.....	.....	.....	.....	
110190	Wayne Junction (n. o.) and Westfalls (n. o.) in Philadelphia, Pa.	Philadelphia and Reading Rwy. Co.	2.50	224.87	562.17	32.50	2.50	75.00	187.50	1 line 60 feet; 1 line 40 feet.	
110191	Confluence, Pa., and Krug, Md.	Baltimore and Ohio R. R. Co.	20.16	42.75	861.84	6	.....	.....	.....	.....	
110192	Instanter and Johnsonburg.	Pennsylvania R. R. Co.....	11.52	42.75	492.48	6	.....	.....	.....	.....	
110193	Turbotville and Orangeville.	Central Pennsylvania and Western R. R. Co.	25.80	42.75	1,102.94	9	.....	.....	.....	.....	
110194	Lizard Creek Junction (n. o.) and Pottsville.	Lehigh Valley R. R. Co	34.30	56.43	1,935.54	24	.....	.....	.....	.....	
110195	Ormsby and Mount Jewett..	Bradford, Bordell and Kinzua Rwy. Co.	10.92	42.75	466.83	12	.....	.....	.....	.....	
110196	Vacant.										
110197	Wilmington Junction (n. o.) and Sharpsville.	Sharpsville R. R. Co	17.30	42.75	739.57	12	.....	.....	.....	.....	
110198	Harrisburg and D. and M. Junction (n. o.).	Philadelphia and Reading Rwy. Co.	12.69	84.65	1,074.20	15	.....	.....	.....	.....	
110199	Alford and Montrose.....	Lackawanna and Montrose R. R. Co.	11.26	58.14	654.65	18	.....	.....	.....	.....	
110200	Latrobe and Hostetter	Pennsylvania R. R. Co.....	5.26	42.75	224.86	12	.....	.....	.....	.....	

[illegible]	*Austin and Conrad*	*Buffalo and Susquehanna R. R. Co.*	18.23	46.17	841.67	12					
110202	Vacant.										
110203	Erie and Butler	Pittsburg, Shenango and Lake Erie R. R. Co.	121.78	89.78	10,933.40	15.97					
110204	Bradford and Mount Jewett	Erie R. R. Co	20.83	42.75	890.48	6					
110205	Millhall and Bellefonte	Central R. R. Co. of Pennsylvania.	27.81	48.74	1,355.45	12					
110206	Junction (n. o.) and Whitney.	Pennsylvania R. R. Co.	1.20	42.75	51.30	12					
110207	Vacant.										
110208	Genesee and Ellisburg	New York and Pennsylvania R. R. Co.	5.61	42.75	239.82	6					
110209	Elulalia and Lamonaville	Tionesta Valley Rwy. Co	12.00	42.75	513.00	6					
110210	Groveton and Moonrun	Pittsburg and Moon Run R. R. Co.	5.00	.....	200.00	6					Agreement.
110211	Vacant.										
110212	Bellefonte and State College	Bellefonte Central R. R. Co.	19.16	46.17	884.61	18					
110213	Newport and New Germantown.	Newport and Shermans Valley R. R. Co.	28.75	53.87	1,548.76	12					
110214	Noxen and Ricketts	Lehigh Valley R. R. Co	16.54	.....	510.00	6					
110215	Vacant.										
110216	Vacant.										
110217	Kaylor Junction (n. o.) and Brubacker Junction (n. o.).	Pennsylvania R. R. Co	19.66	42.75	840.46	12					
110218	Southfork and Dunlo	do	7.56	42.75	323.19	12					
110219	Three Runs (n. o.) and Pottersdale.	do	2.10	42.75	85.77	6					
110220	Brookside (n. o.) and Williamstown.	Williams Valley R. R. Co	7.76	42.75	331.74	12					
110221	Carman and Hallton	Clarion River Rwy. Co	10.90	42.75	465.97	12.71					
110222	Ellwood City and West Ellwood Junction (n. o.).	Pittsburg and Lake Erie R. R. Co.	3.37	42.75	144.06	23.23					
110223	Bradley Junction (n. o.) and Grant.	Pennsylvania R. R. Co	17.38	42.75	742.99	12					
110224	New Bloomfield and Landisburg.	Perry County, R. R. Co	10.47	42.75	447.59	18					
110225	Horatio and Fordham (n. o.)	Pennsylvania and Northwestern R. R. Co.	3.74	42.75	159.88	6					
110226	Port Royal and East Waterford.	Tuscarora Valley R. R. Co	17.73	42.75	757.95	12					
110227	Wilkesbarre and Luzerne	Lehigh Valley R. R. Co	5.59	54.72	305.88	21					
110228	Kermoor Junction (n. o.) and Mahaffey.	New York Central and Hudson River R. R. Co.	12.05	72.68	875.79	6					
110229	Bridgeville and Bishop	Pittsburg, Cincinnati, Chicago and St. Louis Rwy. Co.	6.42	42.75	274.45	12					
110230	Williamstown and Lykens	Williams Valley R. R. Co	4.86	43.61	211.94	21					
110231	Manheim Junction (n. o.) and Mount Hope Junction (n. o.).	Reading and Columbia R. R. Co.	6.08	42.75	259.92	6					

C.—*Railroad Mail Service and railway post-office cars as in operation June 30, 1897*—Continued.

Number of route.	State and termini.	Title of company.	Length of route.	Pay per mile for transportation.	Annual rate of pay for transportation.	Average number of trips per week.	Authorized mileage, railway post-office cars.	Pay per mile for railway post-office cars.	Annual rate of pay for railway post-office cars.	Lines of railway post-office cars authorized.	Remarks.
	PENNSYLVANIA—continued.		*Miles.*	*Dollars.*	*Dollars.*		*Miles.*	*Dollars.*	*Dollars.*		
110232	Cornwall and Mount Hope Junction (n. o.).	Cornwall R. R. Co	5.39	42.75	230.42	6					
110233	Milton Branch Junction (n. o.) and Milton.	Philadelphia and Reading Rwy. Co.	0.92	42.75	39.33	12					
110234	Willowgrove Junction (n. o.) and Laughlin Junction (n. o.).	Pittsburg Junction R. R. Co.	4.10	217.17	890.39	18	4.10	50.00	205.00	1 line 60 feet	
110235	Sonestown and Eaglesmere	Eaglesmere R. R. Co	9.18	42.75	392.44	6					
110236	Hazleton Junction (n. o.) and Sheppton.	Delaware, Susquehanna and Schuylkill R. R. Co.	11.34	42.75	484.77	12					
110237	Nordmont and Satterfield	Williamsport and North Branch R. R. Co.	17.52	42.75	748.98	12					
110238	Belsena Mills and McCartney.	Pennsylvania R. R. Co	4.80	42.75	205.20	6					
110239	Lajose Junction (n. o.) and Mahaffey.	do	4.20	46.17	193.91	12					
110240	Connellsville, Pa., and Morgantown, W. Va.	Baltimore and Ohio R. R. Co.	45.18	98.33	4,442.54	12					
110241	Stewarts Station and Export.	Pennsylvania R. R. Co	10.47	42.75	447.59	12					
110242	Conrad and Galeton	Buffalo and Susquehanna R. R. Co.	23.25		669.00	6					Agreement.
110243	Crossfork Junction (n. o.) and Crossfork.	do	12.77		171.88	12					Do.
110244	Ashley Junction (n. o.) and Olivers Mills.	Central R. R. Co. of New Jersey.	8.04	42.75	343.71	12					
110245	Vacant.										
110246	Vacant.										
110247	Vacant.										
110248	Ansonia and Galeton	Buffalo and Susquehanna R. R. Co.	18.32		400.00	6					Do.
110249	Vacant.										
110250	Vacant.										
110251	York and Porters Sideling	Western Maryland R. R. Co	15.76		673.74	6					Do.
110252	Ellisburg and Oswayo	New York and Pennsylvania R. R. Co.	9.15	42.75	391.16	6					
110253	Chambersburg and Shippensburg.	Western Maryland R. R. Co	12.15			6					Without compensation.

		western R. R. Co.									
110257	Vacant.										
110258	Philadelphia (Fifty-second street) and Cynwyd.	Pennsylvania R. R. Co.....	2.20	42.75	94.05	25	.....	.....	.....	.....	
110259	Vacant.										
110260	State Line (n. o.) and York..	York Southern R. R. Co	35.93	79.52	2,857.15	14.12	.....	.....	.....	.....	
110261	Vacant.										
110262	Vacant.										
110263	Vance Mill Junction (n. o.) and West Leisenring.	Pennsylvania R. R. Co.....	2.53	42.75	108.15	12	.....	.....	.....	.....	
110264	Reading and Adamstown ...	Reading and Southwestern Street Rwy. Co.	13.20	42.75	564.30	6	.....	.....	.....	.....	
110265	East Waterford and Blairsville.	Tuscarora Valley R. R. Co..	9.56	42.75	408.69	12	.....	.....	.....	.....	
110266	Vacant.										
110267	Vacant.										
110268	Galeton and Hickox	Buffalo and Susquehanna R. R. Co.	25.78	.....	750.00	6	.....	.....	.....	.....	Agreement.
110269	Vacant.										
110270	Morrisons and Westline	Kinzua Valley R. R. Co.....	10.43	.....	250.00	6	.....	.....	.....	.....	Do.
110271	Ebensburg and Vintondale..	Pennsylvania R. R. Co.....	13.42	42.75	573.70	6	.....	.....	.....	.....	
110272	Coudersport and Ulysses....	Coudersport and Port Allegany R. R. Co.	23.58	.....	700.00	6	.....	.....	.....	.....	Do.
110273	Vacant.										
110274	Vacant.										
110275	Vacant.										
110276	Vacant.										
110277	Mount Jewett and Westline.	Mount Jewett, Kinzua and Riterville R. R. Co.	12.80	.....	400.00	6	.....	.....	.....	.....	Do.
110278	Stanley (n. o.) and Helvetia.	Buffalo, Rochester and Pittsburg Rwy. Co.	2.19	42.75	93.62	6	.....	.....	.....	.....	
110279	Vacant.										
110280	Vacant.										
110281	Strubles (n.o.) and Pinegrove Mills.	Bellefonte Central R. R. Co..	4.18	42.75	178.69	6	.....	.....	.....	.....	
			7,084.05		1,408,166.57				184,202.25		
	DELAWARE.										
112001	Wilmington and Delmar....	Philadelphia, Wilmington and Baltimore R. R Co.	98.74	197.51	19,502.14	23.64	.....	.....	.....	.....	
112002	Delmar, Del., and Crisfield, Md.	New York, Philadelphia and Norfolk R. R. Co.	38.00	143.64	5,458.32	15.58	.....	.....	.....	.....	
112003	Clayton, Del., and Oxford, Md.	Philadelphia, Wilmington and Baltimore R. R. Co.	54.92	82.94	4,555.66	12	.....	.....	.....	.....	
112004	Georgetown and Lewes.....	.....do	15.24	56.43	859.99	12	.....	.....	.....	.....	
112005	Wilmington, Del., and Landenburg, Pa.	Baltimore and Ohio R. R. Co.	19.46	42.75	831.91	12	.....	.....	.....	.....	

C.—*Railroad Mail Service and railway post-office cars as in operation June 30, 1897*—Continued.

Number of route.	State and termini.	Title of company.	Length of route.	Pay per mile for transportation.	Annual rate of pay for transportation.	Average number of trips per week.	Authorized mileage, railway post-office cars.	Pay per mile for railway post-office cars.	Annual rate of pay for railway post-office cars.	Lines of railway post-office cars authorized.	Remarks.
	DELAWARE—continued.		*Miles.*	*Dollars.*	*Dollars.*		*Miles.*	*Dollars.*	*Dollars.*		
112006	Harrington, Del., and Franklin City, Va.	Philadelphia, Wilmington and Baltimore R. R. Co.	78.33	70.11	5,491.71	7.83	.....	.....	.....	.....	
112007	Newark and Delaware City.	.....do	13.87	42.75	592.94	12.50	.....	.....	.....	.....	
			318.56		37,292.07		.....	.....	.....	.....	
	MARYLAND.										
113001	Philadelphia, Pa., and Washington, D. C.	Philadelphia, Wilmington and Baltimore R. R. Co.	137.53	1,734.80	238,587.04	147.62	137.53	200.00	27,506.00	3 lines 60 feet; 2 lines 40 ft.	
113002	Baltimore, Md., and Sunbury, Pa.	Northern Central Rwy. Co..	138.19	370.22	51,160.70	47.60	138	40.00	5,520.00	1 line 50 feet...	
113003	Baltimore, Md., and Bellaire, Ohio.	Baltimore and Ohio R. R. Co.	390.80	695.12	271,652.89	51.77	40 152.20 102.20	225.00 200.00 150.00	54,770.00	4 lines 60 feet; 1 line 40 feet. 4 lines 60 feet; 3 lines 60 feet..	Baltimore, Md., to Washington, D. C. Washington, D. C., to Cumberland, Md. Cumberland, Md., to Grafton, W. Va.
113004	Araby and Frederick.....	.....do	3.85	83.79	322.59	46.50	.....	.....	.....	.....	
113005	Weverton and Hagerstown..	.....do	24.46	82.94	2,028.71	18	.....	.....	.....	.....	
113006	Baltimore and Hagerstown..	Western Maryland R. R. Co.	86.95	159.03	13,827.65	22	86.60	25.00	2,165.00	1 line 40 feet..	
113007	Annapolis and Annapolis Junction.	Annapolis, Washington and Baltimore R. R. Co.	21.04	63.27	1,331.20	21.50	.....	.....	.....	.....	
113008	Cambridge, Md., and Seaford, Del.	Philadelphia, Wilmington and Baltimore R. R. Co.	33.63	65.84	2,214.19	6	.....	.....	.....	.....	
113009	Baltimore and Ocean City...	Baltimore, Chesapeake and Atlantic Rwy. Co.	103.73	44.46	4,611.83	7.73	.....	.....	.....	.....	
113010	Townsend, Del., and Centerville, Md.	Philadelphia, Wilmington and Baltimore R. R. Co.	35.26	70.97	2,502.40	12	.....	.....	.....	.....	
113011	Cumberland, Md., and Piedmont, W. Va.	Cumberland and Pennsylvania R. R. Co.	33.81	83.79	2,832.93	12	.....	.....	.....	.....	
113012	Clayton, Del., and Chestertown, Md.	Baltimore and Delaware Bay R. R. Co.	32.50	74.39	2,417.67	6	.....	.....	.....	.....	
113013	Brandywine and Mechanicsville.	Washington and Potomac R. R. Co.	20.27	42.75	866.54	6	.....	.....	.....	.....	
113014	Bowie and Faulkner.....	Philadelphia, Wilmington and Baltimore R. R. Co.	45.45	76.10	3,458.74	12	.....	.....	.....	.....	

113016	*Peninsula Junction, Md., and Cape Charles, Va.*	*New York, Philadelphia and Norfolk R. R. Co.*	78.44	134.24	9,858.58	13.46					
113016	Bayview (n. o.) and Canton Dock (n. o.).	Philadelphia, Wilmington and Baltimore R. R. Co.	2.10	42.75	89.77	3					
113017	St. Denis and Washington Junction (n. o.).	Baltimore and Ohio R. R. Co.	59.60	153.05	9,121.78	21.26					
113018	Lake Roland and Garrison..	Northern Central Rwy. Co..	8.16	42.75	348.84	12					
113019	Emmitsburg and Rocky Ridge.	Emmitsburg R. R. Co.....	7.00	46.17	323.19	18					
113020	Glyndon and Highfield.....	Western Maryland R. R. Co.	76.31	70.11	5,350.09	12.67					
113021	Edgemont, Md., and Chambersburg, Pa.	.....do	21.95	42.75	938.36	15					
113022	Vacant.										
113023	Perryville and Port Deposit.	Pennsylvania R. R. Co	4.69	64.13	300.76	30					
113024	Baltimore, Md., and State Line (n. o.).	Baltimore and Lehigh Rwy. Co.	43.30	79.52	3,443.21	14.12					
113025	Vacant.										
113026	St. Agnes Station (n. o.) and Catonsville.	Philadelphia, Wilmington and Baltimore R. R. Co.	3.82	42.75	163.30	33					
113027	Park Junction (n. o.), Philadelphia, Pa., and Baltimore, Md. (Camden Street Station).	Baltimore and Ohio R. R. Co.	97.40	247.95	24,150.33	64.09	97.40	75.60	7,305.00	1 line 60 feet; 1 line 40 feet.	
113028	Baltimore and Annapolis...	Baltimore and Annapolis Short Line R. R. Co.	26.22	64.98	1,703.77	25					
113029	Orangeville Junction (n. o.) and Sparrows Point.	Northern Central Rwy. Co..	8.13	45.32	368.45	31					
113030	Vacant.										
113031	Vacant.										
113032	Hagerstown, Md., and Cherryrun, W. Va.	Western Maryland R. R. Co.	19.47	66.69	1,298.45	15.72					
113033	Vacant.										
113034	Faulkner and Popes Creek..	Philadelphia, Wilmington and Baltimore R. R. Co.	3.68	42.75	157.32	6					
113035	Vacant.										
113036	Vacant.										
113037	Bayridge Junction (n. o.) and Bayridge.	Baltimore and Ohio R. R. Co.	4.55	.....	194.51	6					Agreement.
113038	Vacant.										
			1,567.29		655,625.79				97,266.00		
	VIRGINIA.										
114001	Quantico Junction (n. o.) and Richmond.	Richmond, Fredericksburg and Potomac R. R. Co.	81.20	490.77	39,850.52	24.50	81.20	130.00	10,556.00	1 line 60 feet; 2 lines 50 feet.	
114002	Washington, D. C., and Lynchburg, Va.	Southern Rwy. Co	173.13	698.54	120,938.23	26.11	172.85	215.00	37,162.75	3 lines 60 feet; 1 line 50 feet; 1 line 40 feet.	
114003	Manassas and Strasburg	.....do	64.02	70.97	4,543.49	12					
114004	Alexandria and Round Hill .	.....do	50.12	81.23	4,071.25	12					

C.—*Railroad Mail Service and railway post-office cars as in operation June 30, 1897*—Continued.

Number of route.	State and termini.	Title of company.	Length of route.	Pay per mile for transportation.	Annual rate of pay for transportation.	Average number of trips per week.	Authorized mileage, railway post-office cars.	Pay per mile for railway post-office cars.	Annual rate of pay for railway post-office cars.	Lines of railway post-office cars authorized.	Remarks.
	DELAWARE—continued.		*Miles.*	*Dollars.*	*Dollars.*		*Miles.*	*Dollars.*	*Dollars.*		
112006	Harrington, Del., and Franklin City, Va.	Philadelphia, Wilmington and Baltimore R. R. Co.	78.33	70.11	5,491.71	7.83	.....	.....	.....	.....	
112007	Newark and Delaware City	....do	13.87	42.75	592.94	12.50	.....	.....	.....	.....	
			318.56		37,292.07		.....	.....	.....	.....	
	MARYLAND.										
113001	Philadelphia, Pa., and Washington, D. C.	Philadelphia, Wilmington and Baltimore R. R. Co.	137.53	1,734.80	238,587.04	147.62	137.53	200.00	27,506.00	3 lines 60 feet; 2 lines 40 ft.	
113002	Baltimore, Md., and Sunbury, Pa.	Northern Central Rwy. Co..	138.19	370.22	51,160.70	47.60	138	40.00	5,520.00	1 line 50 feet...	
113003	Baltimore, Md., and Bellaire, Ohio.	Baltimore and Ohio R. R. Co.	390.80	695.12	271,652.89	51.77	40 152.20 102.20	225.00 200.00 150.00	54,770.00	4 lines 60 feet; 1 line 40 feet. 4 lines 60 feet; 3 lines 60 feet..	Baltimore, Md., to Washington, D. C. Washington, D. C., to Cumberland, Md. Cumberland, Md., to Grafton, W. Va.
113004	Araby and Frederick.....	.....do	3.85	83.79	322.59	46.50	.....	.....	.....	.....	
113005	Weverton and Hagerstown..	.....do	24.46	82.94	2,028.71	18	.....	.....	.....	.....	
113006	Baltimore and Hagerstown..	Western Maryland R. R. Co.	86.95	159.03	13,827.65	22	86.60	25.00	2,165.00	1 line 40 feet..	
113007	Annapolis and Annapolis Junction.	Annapolis, Washington and Baltimore R. R. Co.	21.04	63.27	1,331.20	21.50	.....	.....	.....	.....	
113008	Cambridge, Md., and Seaford, Del.	Philadelphia, Wilmington and Baltimore R. R. Co.	33.63	65.84	2,214.19	6	.....	.....	.....	.....	
113009	Baltimore and Ocean City...	Baltimore, Chesapeake and Atlantic Rwy. Co.	103.73	44.46	4,611.83	7.73	.....	.....	.....	.....	
113010	Townsend, Del., and Centerville, Md.	Philadelphia, Wilmington and Baltimore R. R. Co.	35.26	70.97	2,502.40	12	.....	.....	.....	.....	
113011	Cumberland, Md., and Piedmont, W. Va.	Cumberland and Pennsylvania R. R. Co.	33.81	83.79	2,832.93	12	.....	.....	.....	.....	
113012	Clayton, Del., and Chestertown, Md.	Baltimore and Delaware Bay R. R. Co.	32.50	74.39	2,417.67	6	.....	.....	.....	.....	
113013	Brandywine and Mechanicsville.	Washington and Potomac R. R. Co.	20.27	42.75	866.54	6	.....	.....	.....	.....	
113014	Bowie and Faulkner	Philadelphia, Wilmington and Baltimore R. R. Co.	45.45	76.10	3,458.74	12	.....	.....	.....	.....	

113015	*Peninsula Junction, Md., and Cape Charles, Va.*	*New York, Philadelphia and Norfolk R. R. Co.*	73.44	134.24	9,858.58	18.46					
113016	Bayview (n. o.) and Canton Dock (n. o.).	Philadelphia, Wilmington and Baltimore R. R. Co.	2.10	42.75	89.77	3					
113017	St. Denis and Washington Junction (n. o.).	Baltimore and Ohio R. R. Co.	59.60	153.05	9,121.78	21.20					
113018	Lake Roland and Garrison..	Northern Central Rwy. Co..	8.16	42.75	348.84	12					
113019	Emmitsburg and Rocky Ridge.	Emmitsburg R. R. Co.....	7.00	46.17	323.19	18					
113020	Glyndon and Highfield.....	Western Maryland R. R. Co.	76.31	70.11	5,350.09	12.67					
113021	Edgemont, Md., and Chambersburg, Pa.	.....do	21.95	42.75	938.36	15					
113022	Vacant.										
113023	Perryville and Port Deposit.	Pennsylvania R. R. Co	4.69	64.13	300.76	30					
113024	Baltimore, Md., and State Line (n. o.).	Baltimore and Lehigh Rwy. Co.	43.30	79.52	3,443.21	14.12					
113025	Vacant.										
113026	St. Agnes Station (n. o.) and Catonsville.	Philadelphia, Wilmington and Baltimore R. R. Co.	3.82	42.75	163.30	33					
113027	Park Junction (n. o.), Philadelphia, Pa., and Baltimore, Md. (Camden Street Station).	Baltimore and Ohio R. R. Co.	97.40	247.95	24,150.33	64.09	97.40	75.60	7,305.00	1 line 60 feet; 1 line 40 feet.	
113028	Baltimore and Annapolis...	Baltimore and Annapolis Short Line R. R. Co.	26.22	64.98	1,703.77	25					
113029	Orangeville Junction (n. o.) and Sparrows Point.	Northern Central Rwy. Co..	8.13	45.32	368.45	31					
113030	Vacant.										
113031	Vacant.										
113032	Hagerstown, Md., and Cherryrun, W. Va.	Western Maryland R. R. Co.	19.47	66.69	1,298.45	15.72					
113033	Vacant.										
113034	Faulkner and Popes Creek..	Philadelphia, Wilmington and Baltimore R. R. Co.	3.68	42.75	157.32	6					
113035	Vacant.										
113036	Vacant.										
113037	Bayridge Junction (n. o.) and Bayridge.	Baltimore and Ohio R. R. Co.	4.55	.....	194.51	6					Agreement.
113038	Vacant.										
			1,567.29		655,625.79				97,266.00		
	VIRGINIA.										
114001	Quantico Junction (n. o.) and Richmond.	Richmond, Fredericksburg and Potomac R. R. Co.	81.20	490.77	39,850.52	24.50	81.20	130.00	10,556.00	1 line 60 feet; 2 lines 50 feet.	
114002	Washington, D. C., and Lynchburg, Va.	Southern Rwy. Co	173.13	698.54	120,938.23	26.11	172.85	215.00	37,162.75	3 lines 60 feet; 1 line 50 feet; 1 line 40 feet.	
114003	Manassas and Strasburg	.....do	64.02	70.97	4,543.49	12					
114004	Alexandria and Round Hill .	.....do	50.12	81.23	4,071.25	12					

C.—*Railroad Mail Service and railway post-office cars as in operation June 30, 1897*—Continued.

Number of route.	State and termini.	Title of company.	Length of route.	Pay per mile for transportation.	Annual rate of pay for transportation.	Average number of trips per week.	Authorized mileage, railway post-office cars.	Pay per mile for railway post-office cars.	Annual rate of pay for railway post-office cars.	Lines of railway post-office cars authorized.	Remarks.
	PENNSYLVANIA—continued.		*Miles.*	*Dollars.*	*Dollars.*		*Miles.*	*Dollars.*	*Dollars.*		
110080	Mechanicsburg and Dillsburg.	Cumberland Valley R. R. Co.	8.80	52.16	459.00	15					
110081	Pittsburg and West Brownsville.	Pennsylvania R. R. Co	53.91	119.70	6,453.02	26.60					
110082	Woodville and Hickman	Pittsburg, Chartiers and Youghiogheny Rwy. Co.	3.81	42.75	162.87	6					
110083	Snow Shoe and Snow Shoe Intersection (n. o.).	Pennsylvania R. R. Co	17.22	42.75	736.15	6					
110084	Hollidaysburg and Isett	do	20.40	52.16	1,064.05	16.47					
110085	Mount Union and Robertsdale.	East Broad Top R. R. and Coal Co.	30.13	45.32	1,365.49	12					
110086	Mount Jewett and Callery	Pittsburg and Western Rwy. Co.	138.72	82.08	11,386.13	14.48					
110087	Bellwood and Horatio	Pennsylvania and Northwestern R. R. Co.	61.07	75.24	4,594.90	11.78					
110088	Alaska (n. o.) and Mount Carmel.	Philadelphia and Reading Rwy. Co.	2.10	42.75	89.77	30					
110089	Reading and Slatington	do	44.08	51.30	2,261.30	6					
110090	Berlin and Garrett	Baltimore and Ohio R. R. Co.	8.50	42.75	363.37	12					
110091	Larabee and Clermont	Western New York and Pennsylvania R. R. Co.	22.20	49.59	1,100.89	14.42					
110092	Delta and Peach Bottom	York Southern R. R. Co	5.73	42.75	244.95	6					
110093	Vacant.										
110094	Oxford and Susquehanna (n. o.)	Lancaster, Oxford and Southern R. R. Co.	20.13	42.75	860.55	10					
110095	Pittsburg and Castle Shannon.	Pittsburg and Castle Shannon R. R. Co.	6.73	42.75	287.70	12					
110096	Newcastle and Stoneboro	Western New York and Pennsylvania R. R. Co.	35.34	66.69	2,356.82	15.68					
110097	Whitehaven and Upper Lehigh.	Central R. R. Co. of New Jersey.	9.80	42.75	418.95	18					
110098	Norristown and Lansdale	Stony Creek R. R. Co	10.86	42.75	464.26	12					
110099	Osceola Mills and Belsena	Pennsylvania R. R. Co	17.38	50.45	876.82	15					

110102	Woodville and Bradling	Pittsburg, Chartiers and Youghiogheny Rwy. Co.	3.03	42.75	129.53	6					
110103	Jenkintown, Pa., and Boundbrook, N. J.	Philadelphia and Reading Rwy. Co.	49.19	230.85	11,355.51	47.11	49.14	75.00	3,685.50	1 line 60 feet; 1 line 40 feet.	
110104	Greensburg and Fairchance.	Pennsylvania R. R. Co.	44.62	118.85	5,303.08	23.10					
110105	Sheffield and Elulalia	Tionesta Valley R. R. Co.	12.78	42.75	546.34	12					
110106	Millersburg and Lykens	Northern Central Rwy. Co.	15.14	61.56	932.01	18					
110107	Meadville and Linesville	Pittsburg, Shenango and Lake Erie R. R. Co.	21.17	71.82	1,520.42	16.72					
110108	Lewistown Junction (n. o.) and Selinsgrove Junction (n. o.).	Pennsylvania R. R. Co	45.00	63.27	2,847.15	12					
110109	Glenside and New Hope	Northeast Pennsylvania R. R. Co.	25.92	67.55	1,750.89	15.97					
110110	Hartley Hall and Nordmont.	Williamsport and North Branch R. R. Co.	27.28	59.85	1,632.70	12					
110111	Manor Station and Claridge.	Pennsylvania R. R. Co.	3.97	42.75	169.71	12					
110112	Jersey Shore and Gazzam	New York Central and Hudson River R. R. Co.	114.88	78.66	9,036.46	6					
110113	Tyrone and Benore	Pennsylvania R. R. Co.	25.39	42.75	1,085.42	12					
110114	Washington and Waynesburg.	Waynesburg and Washington R. R. Co.	29.31	83.79	2,455.88	12					
110115	Bangor Junction (n. o.), Pa., and Brainards, N. J.	Bangor and Portland Rwy. Co.	4.60	55.58	255.66	21					
110116	Honesdale and Carbondale	Delaware and Hudson Canal Co.	20.15	51.30	1,033.69	18					
110117	Philadelphia (Third and Berks Street Station) and Newtown.	Philadelphia, Newtown and New York R. R. Co	24.90	58.14	1,447.68	24					
110118	Latrobe and Ligonier	Ligonier Valley R. R. Co.	10.78	47.88	516.14	12					
110119	Shenandoah and Mahanoy Plane.	Philadelphia and Reading Rwy. Co.	7.15	55.58	397.39	39					
110120	Brisbin and Goss Run Junction (n. o.).	Pennsylvania R. R. Co	1.07	42.75	45.74	12					
110121	Vacant.										
110122	Vacant.										
110123	Pittsburg, Pa., and Youngstown, Ohio.	Pittsburg and Lake Erie R. R. Co.	68.22	206.06	14,057.41	44.13					
110124	Columbia, Pa., and Port Deposit, Md.	Pennsylvania R. R. Co	39.63	47.88	1,897.48	12					
110125	Allegheny and Newcastle	Pittsburg and Western Rwy. Co.	57.64	128.25	7,392.33	18.46	52.60	50.00	2,630.00	1 line 60 feet	R. P. O. Willow Grove Junction (n. o.) to Newcastle Junction (n. o.).
110126	D. and M. Junction (n. o.) and Shippensburg.	Philadelphia and Reading Rwy. Co.	28.71	64.13	1,841.17	14.67					
110127	Montour Junction (n. o) and Imperial.	Montour R. R. Co	11.00	42.75	470.25	12					
110128	Portland and Nazareth	Bangor and Portland Rwy. Co.	26.44	67.55	1,786.02	13.81					
110129	Irwin and Blackburn	Penn. Gas Coal Co.'s Youghiogheny R. R.	8.46	42.75	361.66	6					

C.—*Railroad Mail Service and railway post-office cars as in operation June 30, 1897*—Continued.

Number of route.	State and termini.	Title of company.	Length of route.	Pay per mile for transportation.	Annual rate of pay for transportation.	Average number of trips per week.	Authorized mileage, railway post-office cars.	Pay per mile for railway post-office cars.	Annual rate of pay for railway post-office cars.	Lines of railway post-office cars authorized.	Remarks.
	PENNSYLVANIA—continued.		*Miles.*	*Dollars.*	*Dollars.*		*Miles.*	*Dollars.*	*Dollars.*		
110130	Daguscahonda and Dagus Mines.	Erie R. R. Co.	6.02	42.75	257.35	12					
110131	Landenburg and Pasadena.	Pennsylvania R. R. Co	18.77	42.75	802.41	6					
110132	Bradford and Smethport	Bradford, Bordell and Kinzua Rwy. Co.	25.83	43.61	1,126.44	12					
110133	Mills and Ulysses	Fall Brook Rwy. Co	7.49	77.81	582.79	12					
110134	Lumber Yard (n. o.) and Jeddo.	Lehigh Valley R. R. Co	3.56	45.32	161.34	12					
110135	Dubois Junction (n. o.) and Beech Creek R. R. Depot in Clearfield (n. o.)	Buffalo, Rochester, and Pittsburg Rwy. Co.	26.33	44.46	1,170.63	12					
110136	Blossburg and Morris Run	Erie R. R. Co.	3.80	42.75	162.45	6					
110137	Junction and Quarryville	Reading and Columbia R. R. Co.	23.47	73.53	1,725.74	16.15					
110138	Saxton and Dudley	Huntingdon and Broad Top Mountain R. R. Co.	5.94	42.75	253.93	6					
110139	Laurenceville and Mills	Fall Brook Rwy. Co.	34.79	88.07	3,063.95	12					
110140	Hollidaysburg Junction (n. o.) and Newry.	Pennsylvania R. R. Co	3.27	42.75	139.79	12.90					
110141	Broadford and Mount Pleasant.	Baltimore and Ohio R. R. Co.	10.31	42.75	440.75	6					
110142	Vacant.										
110143	Negley and Verona	Allegheny Valley R. R Co.	6.90	42.75	294.97	12					
110144	Port Allegany and Coudersport.	Coudersport and Port Allegany R. R. Co.	17.45	51.30	895.19	18.89					
110145	Mercersburg Junction (n. o.) and Mercersburg.	Cumberland Valley R. R. Co.	2.62	77.81	203.86	10					
110146	West Brownsville and Uniontown.	Pennsylvania R. R. Co	18.79	22.75	803.27	12					
110147	Clarion Junction (n. o.) and Clarion.	Pittsburg and Western Rwy. Co.	6.54	54.72	357.86	18					
110148	County Home Junction (n. o.) and Herminie.	Pennsylvania R. R. Co	10.38	42.75	443.74	12					
110149	Lebanon and Cornwall	Cornwall R. R. Co	6.36	42.75	271.89	12					
110150	Vacant.										
110151	Youngwood Station (n. o.) and Tranger.	Pennsylvania R. R. Co	12.53	42.75	535.65	12					

110154	Cornwall and Conewago.....	Cornwall and Lebanon R. R. Co.	16.43	42.75	702.38	12	.....	.....	.....	.....
110155	Hunters Run and Gettysburg.	Gettysburg and Harrisburg Rwy. Co.	21.59	81.23	1,753.75	18	.....	.....	.....	.....
110156	Newcastle Junction (n. o.) and Newcastle.	Pittsburg and Lake Erie R. R. Co.	3.01	68.40	205.88	39	.....	.....	.....	.....
110157	Springfield Junction (n. o.) and Mines.	Pennsylvania R. R. Co.....	8.20	42.75	350.55	12	.....	.....	.....	.....
110158	Easton and Belfast Station (n. o.)	Bangor and Portland Rwy. Co.	8.00	55.58	444.64	21	.....	.....	.....	.....
110159	Pittsburg and Newhaven ...	Pittsburg and Lake Erie R. R. Co.	59.81	65.84	3,937.89	10.82	.....	.....	.....	.....
110160	Philadelphia and Station H (Chestnut Hill).	Pennsylvania R. R. Co.....	12.03	96.62	1,162.33	62	.....	.....	.....	.....
110161	Holmesburg Junction (n. o.) and Substation 28 (Bustleton).	.....do	4.11	42.75	175.69	12	.....	.....	.....	.....
110162	Springfield Station (n. o.) and St. Peters.	Wilmington and Northern R. R. Co.	7.00	42.75	299.25	12	.....	.....	.....	.....
110163	Vacant.									
110164	Warren, Pa., and Salamanca, N. Y.	Western New York and Pennsylvania R. R. Co.	42.24	56.43	2,383.60	12	.....	.....	.....	.....
110165	Vacant.									
110166	Turbotville and Watsontown.	Central Pennsylvania and Western R. R. Co.	6.48	42.75	277.02	12	.....	.....	.....	.....
110167	Keating and Karthaus.....	Pennsylvania R. R. Co.....	22.16	42.75	947.34	6	.....	.....	.....	.....
110168	Irvona and Cresson	.....do	27.61	42.75	1,180.32	10	.....	.....	.....	.....
110169	Hazleton and New Boston ..	Lehigh Valley R. R. Co.....	18.39	58.14	1,069.19	40.19	.....	.....	.....	.....
110170	Luzerne and Nozen.....	.....do	18.32	42.75	783.18	12	.....	.....	.....	.....
110171	Foresthouse and Austin	Sinnemahoning Valley R. R. Co.	9.15	43.61	399.03	15	.....	.....	.....	.....
110172	Jamison City and D., L. and W. depot in Bloomsburg, Pa. (n. o.).	Bloomsburg and Sullivan R. R. Co.	30.02	54.72	1,642.69	16	.....	.....	.....	.....
110173	Vacant.									
110174	Wilkesbarre and Rockglen Junction (n. o.).	Pennsylvania R. R. Co.....	39.68	52.16	2,069.70	12	.....	.....	.....	.....
110175	New Boston and Pottsville..	.....do	10.08	58.14	586.05	36	.....	.....	.....	.....
110176	Goff and Donahoe Station (n. o.)	.....do	4.25	42.75	181.68	12	.....	.....	.....	.....
110177	Bloomsburg and Rupert	Rupert and Bloomsburg R. R. Co.	2.35	42.75	100.46	12	.....	.....	.....	.....
110178	Beechtree Junction (n. o.) and Beechtree.	Buffalo, Rochester and Pittsburg Rwy. Co.	2.39	42.75	102.17	12	.....	.....	.....	.....
110179	Wampum Junction (n. o.) and Homewood.	Pennsylvania Co.....	5.89	42.75	251.79	12.57	.....	.....	.....	.....
110180	Rockhill Furnace and Shadegap.	East Broad Top R. R. and Coal Co.	6.96	42.75	297.54	6	.....	.....	.....	.....

C.—*Railroad Mail Service and railway post-office cars as in operation June 30, 1897*—Continued.

Number of route.	State and termini.	Title of company.	Length of route.	Pay per mile for transportation.	Annual rate of pay for transportation.	Average number of trips per week.	Authorized mileage, railway post-office cars.	Pay per mile for railway post-office cars.	Annual rate of pay for railway post-office cars.	Lines of railway post-office cars authorized.	Remarks.
	PENNSYLVANIA—continued.		*Miles.*	*Dollars.*	*Dollars.*		*Miles.*	*Dollars.*	*Dollars.*		
110181	Bearcreek and Bearcreek Junction (n. o.).	Lehigh Valley R. R. Co.....	6.00	42.75	256.50	6	.....	.....	.....	.....	
110182	Lajose and Hastings.....	Pennsylvania R. R. Co.....	14.73	42.75	629.70	9	.....	.....	.....	.....	
110183	Duncannon and New Bloomfield.	Perry County R. R. Co.....	11.42	42.75	488.20	12	.....	.....	.....	.....	
110184	McGees Mills and Glen Campbell.	Pennsylvania R. R. Co.....	8.68	42.75	371.07	12	.....	.....	.....	.....	
110185	Mount Pleasant and Scottdale Junction (n. o.).	.....do	5.62	52.16	293.13	18	.....	.....	.....	.....	
110186	Pondcreek Junction (n. o.) and Sandyrun.	Central R. R. Co. of New Jersey.	2.53	42.75	108.15	6	.....	.....	.....	.....	
110187	McKeesport and Fayette City.	Pittsburg and Lake Erie R. R. Co.	30.77	67.55	2,078.50	18	.....	.....	.....	.....	
110188	Marshburg and Kinzua.....	Western New York and Pennsylvania R. R. Co.	16.33	42.75	698.11	12	.....	.....	.....	.....	
110189	Hawley and Scranton	Erie and Wyoming Valley R. R. Co.	37.03	46.17	1,709.67	12	.....	.....	.....	.....	
110190	Wayne Junction (n. o.) and Westfalls (n. o.) in Philadelphia, Pa.	Philadelphia and Reading Rwy. Co.	2.50	224.87	562.17	32.50	2.50	75.00	187.50	1 line 60 feet; 1 line 40 feet.	
110191	Confluence, Pa., and Krug, Md.	Baltimore and Ohio R. R. Co.	20.16	42.75	861.84	6	.....	.....	.....	.....	
110192	Instanter and Johnsonburg.	Pennsylvania R. R. Co.....	11.52	42.75	492.48	6	.....	.....	.....	.....	
110193	Turbotville and Orangeville.	Central Pennsylvania and Western R. R. Co.	25.80	42.75	1,102.94	9	.....	.....	.....	.....	
110194	Lizard Creek Junction (n. o.) and Pottsville.	Lehigh Valley R. R. Co	34.30	56.43	1,935.54	24	.....	.....	.....	.....	
110195	Ormsby and Mount Jewett..	Bradford, Bordell and Kinzua Rwy. Co.	10.92	42.75	466.83	12	.....	.....	.....	.....	
110196	Vacant.										
110197	Wilmington Junction (n. o.) and Sharpsville.	Sharpsville R. R. Co	17.30	42.75	739.57	12	.....	.....	.....	.....	
110198	Harrisburg and D. and M. Junction (n. o.).	Philadelphia and Reading Rwy. Co.	12.69	84.65	1,074.20	15	.....	.....	.....	.....	
110199	Alford and Montrose.....	Lackawanna and Montrose R. R. Co.	11.26	58.14	654.65	18	.....	.....	.....	.....	
110200	Latrobe and Hostetter	Pennsylvania R. R. Co.....	5.26	42.75	224.86	12	.....	.....	.....	.....	

	Austin and Conrad	Buffalo and Susquehanna R. R. Co.	18.29	46.17	841.67	12					
110202	Vacant.										
110203	Erie and Butler	Pittsburg, Shenango and Lake Erie R. R. Co.	121.78	89.78	10,933.40	15.97					
110204	Bradford and Mount Jewett	Erie R. R. Co	20.83	42.75	890.48	6					
110205	Millhall and Bellefonte	Central R. R. Co. of Pennsylvania.	27.81	48.74	1,355.45	12					
110206	Junction (n. o.) and Whitney.	Pennsylvania R. R. Co.	1.20	42.75	51.30	12					
110207	Vacant.										
110208	Genesee and Ellisburg	New York and Pennsylvania R. R. Co.	5.61	42.75	239.82	6					
110209	Elulalia and Lamonaville	Tionesta Valley Rwy. Co	12.00	42.75	513.00	6					
110210	Groveton and Moonrun	Pittsburg and Moon Run R. R. Co.	5.00	.....	200.00	6					Agreement.
110211	Vacant.										
110212	Bellefonte and State College	Bellefonte Central R. R. Co.	19.16	46.17	884.61	18					
110213	Newport and New Germantown.	Newport and Shermans Valley R. R. Co.	28.75	53.87	1,548.76	12					
110214	Noxen and Ricketts	Lehigh Valley R. R. Co	16.54	.....	510.00	6					
110215	Vacant.										
110216	Vacant.										
110217	Kaylor Junction (n. o.) and Brubacker Junction (n. o.).	Pennsylvania R. R. Co	19.66	42.75	840.46	12					
110218	Southfork and Dunlo	do	7.56	42.75	323.19	12					
110219	Three Runs (n. o.) and Pottersdale.	do	2.10	42.75	89.77	6					
110220	Brookside (n. o.) and Williamstown.	Williams Valley R. R. Co	7.76	42.75	331.74	12					
110221	Carman and Hallton	Clarion River Rwy. Co	10.90	42.75	465.97	12.71					
110222	Ellwood City and West Ellwood Junction (n. o.).	Pittsburg and Lake Erie R. R. Co.	3.37	42.75	144.06	23.23					
110223	Bradley Junction (n. o.) and Grant.	Pennsylvania R. R. Co	17.38	42.75	742.99	12					
110224	New Bloomfield and Landisburg.	Perry County, R. R. Co	10.47	42.75	447.59	18					
110225	Horatio and Fordham (n. o.)	Pennsylvania and Northwestern R. R. Co.	3.74	42.75	159.88	6					
110226	Port Royal and East Waterford.	Tuscarora Valley R. R. Co	17.73	42.75	757.95	12					
110227	Wilkesbarre and Luzerne	Lehigh Valley R. R. Co	5.59	54.72	305.88	21					
110228	Kermoor Junction (n. o.) and Mahaffey.	New York Central and Hudson River R. R. Co.	12.05	72.68	875.79	6					
110229	Bridgeville and Bishop	Pittsburg, Cincinnati, Chicago and St. Louis Rwy. Co.	6.42	42.75	274.45	12					
110230	Williamstown and Lykens	Williams Valley R. R. Co	4.86	43.61	211.94	21					
110231	Manheim Junction (n. o.) and Mount Hope Junction (n. o.).	Reading and Columbia R. R. Co.	6.08	42.75	259.92	6					

C.—*Railroad Mail Service and railway post-office cars as in operation June 30, 1897*—Continued.

Number of route.	State and termini.	Title of company.	Length of route.	Pay per mile for transportation.	Annual rate of pay for transportation.	Average number of trips per week.	Authorized mileage, railway post-office cars.	Pay per mile for railway post-office cars.	Annual rate of pay for railway post-office cars.	Lines of railway post-office cars authorized.	Remarks.
	PENNSYLVANIA—continued.		*Miles.*	*Dollars.*	*Dollars.*		*Miles.*	*Dollars.*	*Dollars.*		
110232	Cornwall and Mount Hope Junction (n. o.).	Cornwall R. R. Co	5.39	42.75	230.42	6					
110233	Milton Branch Junction (n. o.) and Milton.	Philadelphia and Reading Rwy. Co.	0.92	42.75	39.33	12					
110234	Willowgrove Junction (n. o.) and Laughlin Junction (n. o.).	Pittsburg Junction R. R. Co.	4.10	217.17	890.39	13	4.10	50.00	205.00	1 line 60 feet	
110235	Sonestown and Eaglesmere	Eaglesmere R. R. Co	9.18	42.75	392.44	6					
110236	Hazleton Junction (n. o.) and Sheppton.	Delaware, Susquehanna and Schuylkill R. R. Co.	11.34	42.75	484.77	12					
110237	Nordmont and Satterfield	Williamsport and North Branch R. R. Co.	17.52	42.75	748.98	12					
110238	Belsena Mills and McCartney.	Pennsylvania R. R. Co	4.80	42.75	205.20	6					
110239	Lajose Junction (n. o.) and Mahaffey.	do	4.20	46.17	193.91	12					
110240	Connellsville, Pa., and Morgantown, W. Va.	Baltimore and Ohio R. R. Co.	45.18	98.33	4,442.54	12					
110241	Stewarts Station and Export.	Pennsylvania R. R. Co	10.47	42.75	447.59	12					
110242	Conrad and Galeton	Buffalo and Susquehanna R. R. Co.	23.25		669.00	6					Agreement.
110243	Crossfork Junction (n. o.) and Crossfork.	do	12.77		171.88	12					Do.
110244	Ashley Junction (n. o.) and Olivers Mills.	Central R. R. Co. of New Jersey.	8.04	42.75	343.71	12					
110245	Vacant.										
110246	Vacant.										
110247	Vacant.										
110248	Ansonia and Galeton	Buffalo and Susquehanna R. R. Co.	13.32		400.00	6					Do.
110249	Vacant.										
110250	Vacant.										
110251	York and Porters Sideling	Western Maryland R. R. Co	15.76		673.74	6					Do.
110252	Ellisburg and Oswayo	New York and Pennsylvania R. R. Co.	9.15	42.75	391.16	6					
110253	Chambersburg and Shippensburg.	Western Maryland R. R. Co	12.15			6					Without compensation.

110254	Vacant.										
110255	Vacant.										
110256	Anita and Punxsutawney...	Pennsylvania and Northwestern R. R. Co.	4.80	42.75	205.20	12					
110257	Vacant.										
110258	Philadelphia (Fifty-second street) and Cynwyd.	Pennsylvania R. R. Co.....	2.20	42.75	94.05	25					
110259	Vacant.										
110260	State Line (n. o.) and York..	York Southern R. R. Co	35.93	79.52	2,857.15	14.12					
110261	Vacant.										
110262	Vacant.										
110263	Vance Mill Junction (n. o.) and West Leisenring.	Pennsylvania R. R. Co.....	2.53	42.75	108.15	12					
110264	Reading and Adamstown ...	Reading and Southwestern Street Rwy. Co.	13.20	42.75	564.30	6					
110265	East Waterford and Blairsville.	Tuscarora Valley R. R. Co..	9.56	42.75	408.69	12					
110266	Vacant.										
110267	Vacant.										
110268	Galeton and Hickox	Buffalo and Susquehanna R. R. Co.	25.78	.....	750.00	6	.....	.....	.....	.....	Agreement.
110269	Vacant.										
110270	Morrisons and Westline	Kinzua Valley R. R. Co.....	10.43	.....	250.00	6	.....	.....	.....	.....	Do.
110271	Ebensburg and Vintondale..	Pennsylvania R. R. Co.....	13.42	42.75	573.70	6	.....	.....	.....	.....	
110272	Coudersport and Ulysses....	Coudersport and Port Allegany R. R. Co.	23.58	.....	700.00	6	.....	.....	.....	.....	Do.
110273	Vacant.										
110274	Vacant.										
110275	Vacant.										
110276	Vacant.										
110277	Mount Jewett and Westline.	Mount Jewett, Kinzua and Riterville R. R. Co.	12.80	.....	400.00	6	.....	.....	.....	.....	Do.
110278	Stanley (n. o.) and Helvetia.	Buffalo, Rochester and Pittsburg Rwy. Co.	2.19	42.75	93.62	6	.....	.....	.....	.....	
110279	Vacant.										
110280	Vacant.										
110281	Strubles (n.o.) and Pinegrove Mills.	Bellefonte Central R. R. Co..	4.18	42.75	178.69	6	.....	.....	.....	.....	
			7,084.05		1,408,166.57				184,202.25		
	DELAWARE.										
112001	Wilmington and Delmar....	Philadelphia, Wilmington and Baltimore R. R Co.	98.74	197.51	19,502.14	23.64	.....	.....	.....	.....	
112002	Delmar, Del., and Crisfield, Md.	New York, Philadelphia and Norfolk R. R. Co.	38.00	143.64	5,458.32	15.58	.....	.....	.....	.....	
112003	Clayton, Del., and Oxford, Md.	Philadelphia, Wilmington and Baltimore R. R. Co.	54.92	82.94	4,555.06	12	.....	.....	.....	.....	
112004	Georgetown and Lewes.....	.....do	15.24	56.43	859.99	12	.....	.....	.....	.....	
112005	Wilmington, Del., and Landenburg, Pa.	Baltimore and Ohio R. R. Co.	19.46	42.75	831.91	12	.....	.....	.....	.....	

C.—*Railroad Mail Service and railway post-office cars as in operation June 30, 1897*—Continued.

Number of route.	State and termini.	Title of company.	Length of route.	Pay per mile for transportation.	Annual rate of pay for transportation.	Average number of trips per week.	Authorized mileage, railway post-office cars.	Pay per mile for railway post-office cars.	Annual rate of pay for railway post-office cars.	Lines of railway post-office cars authorized.	Remarks.
	DELAWARE—continued.		*Miles.*	*Dollars.*	*Dollars.*		*Miles.*	*Dollars.*	*Dollars.*		
112006	Harrington, Del., and Franklin City, Va.	Philadelphia, Wilmington and Baltimore R. R. Co.	78.33	70.11	5,491.71	7.83	.....	.....	.....	.....	
112007	Newark and Delaware City	do	13.87	42.75	592.94	12.50	.....	.....	.....	.....	
			318.56		37,292.07		.....	.....	.....	.....	
	MARYLAND.										
113001	Philadelphia, Pa., and Washington, D. C.	Philadelphia, Wilmington and Baltimore R. R. Co.	137.53	1,734.80	238,587.04	147.62	137.53	200.00	27,506.00	3 lines 60 feet; 2 lines 40 ft.	
113002	Baltimore, Md., and Sunbury, Pa.	Northern Central Rwy. Co.	138.19	370.22	51,160.70	47.60	138	40.00	5,520.00	1 line 50 feet	
113003	Baltimore, Md., and Bellaire, Ohio.	Baltimore and Ohio R. R. Co.	390.80	695.12	271,652.89	51.77	40 152.20 102.20	225.00 200.00 150.00	54,770.00	4 lines 60 feet; 1 line 40 feet. 4 lines 60 feet; 3 lines 60 feet	Baltimore, Md., to Washington, D. C. Washington, D. C., to Cumberland, Md. Cumberland, Md., to Grafton, W. Va.
113004	Araby and Frederick	do	3.85	83.79	322.59	46.50	.....	.....	.....	.....	
113005	Weverton and Hagerstown	do	24.46	82.94	2,028.71	18	.....	.....	.....	.....	
113006	Baltimore and Hagerstown	Western Maryland R. R. Co.	86.95	159.03	13,827.65	22	86.60	25.00	2,165.00	1 line 40 feet	
113007	Annapolis and Annapolis Junction.	Annapolis, Washington and Baltimore R. R. Co.	21.04	63.27	1,331.20	21.50	.....	.....	.....	.....	
113008	Cambridge, Md., and Seaford, Del.	Philadelphia, Wilmington and Baltimore R. R. Co.	33.63	65.84	2,214.19	6	.....	.....	.....	.....	
113009	Baltimore and Ocean City	Baltimore, Chesapeake and Atlantic Rwy. Co.	103.73	44.46	4,611.83	7.73	.....	.....	.....	.....	
113010	Townsend, Del., and Centerville, Md.	Philadelphia, Wilmington and Baltimore R. R. Co.	35.26	70.97	2,502.40	12	.....	.....	.....	.....	
113011	Cumberland, Md., and Piedmont, W. Va.	Cumberland and Pennsylvania R. R. Co.	33.81	83.79	2,832.93	12	.....	.....	.....	.....	
113012	Clayton, Del., and Chestertown, Md.	Baltimore and Delaware Bay R. R. Co.	32.50	74.39	2,417.67	6	.....	.....	.....	.....	
113013	Brandywine and Mechanicsville.	Washington and Potomac R. R. Co.	20.27	42.75	866.54	6	.....	.....	.....	.....	
113014	Bowie and Faulkner	Philadelphia, Wilmington and Baltimore R. R. Co.	45.45	76.10	3,458.74	12	.....	.....	.....	.....	

	Dock (n. o.).	and Baltimore R. R. Co.								
113017	St. Denis and Washington Junction (n. o.).	Baltimore and Ohio R. R. Co.	59.60	153.05	9,121.78	21.26				
113018	Lake Roland and Garrison	Northern Central Rwy. Co.	8.16	42.75	348.84	12				
113019	Emmitsburg and Rocky Ridge.	Emmitsburg R. R. Co.	7.00	46.17	323.19	18				
113020	Glyndon and Highfield	Western Maryland R. R. Co.	76.31	70.11	5,350.09	12.67				
113021	Edgemont, Md., and Chambersburg, Pa.	do	21.95	42.75	938.36	15				
113022	Vacant.									
113023	Perryville and Port Deposit	Pennsylvania R. R. Co	4.69	64.13	300.76	30				
113024	Baltimore, Md., and State Line (n. o.).	Baltimore and Lehigh Rwy. Co.	43.30	79.52	3,443.21	14.12				
113025	Vacant.									
113026	St. Agnes Station (n. o.) and Catonsville.	Philadelphia, Wilmington and Baltimore R. R. Co.	3.82	42.75	163.30	33				
113027	Park Junction (n. o.), Philadelphia, Pa., and Baltimore, Md. (Camden Street Station).	Baltimore and Ohio R. R. Co.	97.40	247.95	24,150.33	64.09	97.40	75.90	7,305.00	1 line 60 feet; 1 line 40 feet.
113028	Baltimore and Annapolis	Baltimore and Annapolis Short Line R. R. Co.	26.22	64.98	1,703.77	25				
113029	Orangeville Junction (n. o.) and Sparrows Point.	Northern Central Rwy. Co.	8.13	45.32	368.45	31				
113030	Vacant.									
113031	Vacant.									
113032	Hagerstown, Md., and Cherryrun, W. Va.	Western Maryland R. R. Co.	19.47	66.69	1,298.45	15.72				
113033	Vacant.									
113034	Faulkner and Popes Creek	Philadelphia, Wilmington and Baltimore R. R. Co.	3.68	42.75	157.32	6				
113035	Vacant.									
113036	Vacant.									
113037	Bayridge Junction (n. o.) and Bayridge.	Baltimore and Ohio R. R. Co.	4.55		194.51	6				Agreement.
113038	Vacant.									
			1,567.29		655,625.79				97,266.00	
	VIRGINIA.									
114001	Quantico Junction (n. o.) and Richmond.	Richmond, Fredericksburg and Potomac R. R. Co.	81.20	490.77	39,850.52	24.50	81.20	130.00	10,556.00	1 line 60 feet; 2 lines 50 feet.
114002	Washington, D. C., and Lynchburg, Va.	Southern Rwy. Co	173.13	698.54	120,938.23	26.11	172.85	215.00	37,162.75	3 lines 60 feet; 1 line 50 feet; 1 line 40 feet.
114003	Manassas and Strasburg	do	64.02	70.97	4,543.49	12				
114004	Alexandria and Round Hill	do	50.12	81.23	4,071.25	12				

C.—*Railroad Mail Service and railway post-office cars as in operation June 30, 1897*—Continued.

Number of route.	State and termini.	Title of company.	Length of route.	Pay per mile for transportation.	Annual rate of pay for transportation.	Average number of trips per week.	Authorized mileage, railway post-office cars.	Pay per mile for railway post-office cars.	Annual rate of pay for railway post-office cars.	Lines of railway post-office cars authorized.	Remarks.
	VIRGINIA—continued.		*Miles.*	*Dollars.*	*Dollars.*		*Miles.*	*Dollars.*	*Dollars.*		
114005	Newport News, Va., and Huntington, W. Va.	Chesapeake and Ohio Rwy. Co.	494.65	222.30	109,960.69	18	343.50	80.00	27,480.00	2 lines 50 feet.	R.P.O. Gordonsville and Huntington.
114006	Richmond and Danville Junction (n. o).	Southern Rwy. Co	140.23	157.32	22,060.98	14					
114007	Richmond and West Point	do	39.44	72.68	2,866.49	15					
114008	Richmond and Petersburg	Richmond and Petersburg R. R. Co.	23.46	436.91	10,249.90	52.50	23.00	90.00	2,070.00	1 line 60 feet; 1 line 50 feet.	
114009	Petersburg, Va., and Weldon, N. C.	Petersburg R. R. Co	63.54	386.46	24,555.66	21	63.30	90.00	5,697.00	1 line 60 feet; 1 line 50 feet.	
114010	Petersburg and City Point	Norfolk and Western Rwy. Co.	10.55	42.75	451.01	6					
114011	Norfolk and Lynchburg	do	204.73	139.37	28,533.22	23.75					
114012	Bluestone Junction (n. o.) and Pocahontas.	do	1.59	42.75	67.97	22					
114013	Lynchburg, Va., and Bristol, Tenn.	do	204.41	245.39	50,160.16	21	203.83	50.00	10,191.50	2 lines 40 feet.	
114014	Glade Spring and Saltville	do	9.62	42.75	411.25	12					
114015	Portsmouth, Va., and Weldon, N. C.	Seaboard and Roanoke R. R. Co.	78.67	94.91	7,466.56	13					
114016	Lynchburg and Danville Junction (n. o.).	Southern Rwy. Co	65.52	601.92	39,437.79	17.50	65.24	215.00	14,026.60	3 lines 60 feet; 1 line 50 feet; 1 line 40 feet.	
114017	Bermuda Hundred and Farmville.	Farmville and Powhatan R. R. Co.	89.56	43.61	3,905.71	6.52					
114018	Washington, D. C., and Alexandria, Va.	Philadelphia, Wilmington and Baltimore R. R. Co.	6.74	64.13	432.24	24					
110419	Vacant.										
114020	Fredericksburg and Orange.	Potomac, Fredericksburg and Piedmont R. R. Co.	39.48	61.56	2,430.38	6					
114021	Hagerstown, Md., and Roanoke, Va.	Norfolk and Western Rwy. Co.	239.93	141.08	33,849.32	19.54					
114022	Elba and Rockymount	Southern Rwy. Co	37.36	42.75	1,597.14	6					
114023	Richmond and Cliftonforge.	Chesapeake and Ohio Rwy. Co.	230.20	77.81	17,911.86	13.12					
114024	Calverton and Warrenton	Southern Rwy. Co	9.17	59.00	541.03	20					
114025	Orange and Gordonsville	Chesapeake and Ohio Rwy. Co.	9.16	222.30	2,040.71	14	9.00	80.00	720.00	2 lines 50 feet.	

114028	Danville and Stuart	Danville and Western Rwy. Co.	76.54	56.42	4,318.38	10.21					
114029	Baloony Falls and Lexington	Chesapeake and Ohio Rwy. Co.	21.59	59.00	1,273.81	19					
114030	Suffolk, Va., and Woodley, N.C.	Suffolk and Carolina Rwy. Co.	36.85	42.75	1,575.33	6					
114031	Newport News and Fortress Monroe.	Chesapeake and Ohio Rwy. Co.	10.60	90.63	960.67	17					
114032	Keysville, Va., and Durham, N.C.	Southern Rwy. Co	88.29	65.84	5,813.01	13					
114033	East Radford, Va., and Kenova, W. Va.	Norfolk and Western Rwy. Co.	267.98	77.81	20,851.52	8.87					
114034	Claremont and Belfield	Atlantic and Danville Rwy. Co.	55.01	42.75	2,351.67	6					
114035	Norfolk and Virginia Beach	Norfolk, Virginia Beach and Southern R. R. Co.	17.90	42.75	765.22	15.43					
114036	Vacant.										
114037	Vacant.										
114038	Vacant.										
114039	Pulaski City and Monarat	Norfolk and Western Rwy. Co.	45.18	49.59	2,240.47	6.68					
114040	Bristol, Tenn., and Gilly, Va.	South Atlantic and Ohio R. R. Co.	69.44	67.55	4,690.66	12					
114041	Bremobluff and Arvonia	Chesapeake and Ohio Rwy. Co.	4.49	42.75	191.94	6					
114042	Norfolk and Danville	Atlantic and Danville Rwy. Co.	209.46	67.55	14,149.02	13					
114043	Graham and Norton	Norfolk and Western Rwy. Co.	101.23	65.84	6,664.98	6.37					
114044	Lynchburg, Va., and Durham, N.C.	do	117.51	65.84	7,736.85	6					
114045	Scotland and Wakefield Station.	Surrey, Sussex and Southampton Rwy.	19.90	42.75	850.72	6					
114046	Coalboro (n. o.) and Winterpook.	Farmville and Powhatan R. R. Co.	3.14	42.75	134.23	6					
114047	Norfolk, Va., and Tarboro, N.C.	Norfolk and Carolina R. R. Co.	101.06	64.13	6,480.97	12					
114048	Buffalo Junction (n. o.) and Buffalo Lithia Springs.	Atlantic and Danville Rwy. Co.	4.02	42.75	171.85	12					
114049	Goshen Bridge and Rockbridge Alum Springs.	Rockbridge Alum and Goshen Bridge R. R. Co.	10.03	42.75	428.78	6					
114050	Washington, D. C., and Orange, Va.	Chesapeake and Ohio Rwy. Co.	84.95	106.02	9,006.39	14	84.85	80.00	6,788.00	2 lines 50 feet.	Lap over route No. 114002.
114051	Norton, Va., and Cumberland Gap, Tenn.	Louisville and Nashville R. R. Co.	70.96	66.60	4,732.82	6.07					
114052	Reed Island Junction (n. o.) and Sylvatus.	Norfolk and Western Rwy. Co.	10.98	42.75	469.40	6					

C.—*Railroad Mail Service and railway post-office cars as in operation June 30, 1897*—Continued.

Number of route.	State and termini.	Title of company.	Length of route.	Pay per mile for transportation.	Annual rate of pay for transportation.	Average number of trips per week.	Authorized mileage, railway post-office cars.	Pay per mile for railway post-office cars.	Annual rate of pay for railway post-office cars.	Lines of railway post-office cars authorized.	Remarks.
	VIRGINIA—continued.		*Miles.*	*Dollars.*	*Dollars.*		*Miles.*	*Dollars.*	*Dollars.*		
114053	Bessemer and Craig City....	Chesapeake and Ohio Rwy. Co.	26.02	42.75	1,112.35	6	.....	.....	.....	.....	
114054	Covington and Hot Springs.	.....do	25.16	43.61	1,097.23	7	.....	.....	.....	.....	
114055	Roanoke, Va., and Winston, N. C.	Norfolk and Western Rwy. Co.	122.09	49.59	6,054.43	6	.....	.....	.....	.....	
114056	Washington, D. C., and Quantico Junction (n. o.), Va.	Philadelphia, Wilmington and Baltimore R. R. Co.	34.19	490.77	16,779.42	24.50	34.19	130.00	4,444.70	1 line 60 feet; 2 lines 50 ft.	
114057	Elkton and Bridgewater....	Chesapeake and Western R. R. Co.	27.87	42.75	1,191.44	6	.....	.....	.....	.....	
114058	Strasburg and Harrisonburg.	Southern Rwy. Co.....	50.99	128.25	6,539.46	18.60	.....	.....	.....	.....	
114059	Harrisonburg and Lexington.	Baltimore and Ohio R. R. Co.	62.55	128.25	8,022.03	18.60	.....	.....	.....	.....	
114060	Interior and Big Stone Junction (n. o.).	Big Stony Rwy. Co.....	11.24	42.75	480.51	6	.....	.....	.....	.....	
			4,245.23		673,121.73				119,136.55		
	WEST VIRGINIA.										
116001	Harpers Ferry, W. Va., and Strasburg Junction (n. o.)	Baltimore and Ohio R. R. Co.	51.21	128.25	6,567.68	18.60	.....	.....	.....	.....	
116002	Grafton and Parkersburg....	.....do	103.81	510.44	52,988.77	20.50	103.30	150.00	15,495.00	3 lines 60 feet.	
116003	Charleston and Clendenin...	Charleston, Clendenin and Sutton R. R. Co.	21.26	.....	903.85	6	.....	.....	.....	.....	Agreement.
116004	Pennsboro and Harrisville..	Pennsboro and Harrisville Ritchie County Rwy. Co.	8.81	47.88	421.82	12	.....	.....	.....	.....	
116005	Wheeling Junction (n. o.) and Wheeling.	Pittsburg, Cincinnati, Chicago and St. Louis Rwy. Co.	24.45	123.98	3,031.31	31	.....	.....	.....	.....	
116006	Clarksburg and Sutton	West Virginia and Pittsburg R. R. Co.	69.78	88.07	6,145.52	9.97	.....	.....	.....	.....	
116007	Thomas and Davis.....	West Virginia Central and Pittsburg Rwy. Co.	6.49	42.75	277.44	12	.....	.....	.....	.....	
116008	Winifrede Junction (n. o.) and Winifrede.	Winifrede R. R. Co	4.70	42.75	200.92	17.50	.....	.....	.....	.....	
116009	Hendricks and Horton.....	Dry Fork R. R. Co.....	31.40	.....	963.19	6	.....	.....	.....	.....	Do.

	Point Pleasant Junction (n. o.), Ohio.	Kanawha and Michigan Rwy. Co.	56.26	82.94	4,840.87	12				
116011	Weston and Pickens	West Virginia and Pittsburg R. R. Co.	50.95	57.29	2,918.92	6				
116012	Grafton and Belington	Baltimore and Ohio R. R. Co.	42.20	58.14	2,453.50	6				
116013	Wheeling and Huntington	Ohio River R. R. Co.	215.23	126.54	27,235.20	19.43				
116014	Greenspring and Romney	Baltimore and Ohio R. R. Co.	16.61	45.32	752.76	12				
116015	Benwood Junction (n. o.) and Wheeling.	do	4.94	194.94	963.00	48				
116016	Coopers and Goodwill	Norfolk and Western Rwy. Co.	8.03	42.75	343.28	12.50				
116017	Morgantown and Fairmont	Baltimore and Ohio R. R. Co.	26.17	69.26	1,812.53	15				
116018	Cairo and Macfarlan	Cairo and Kanawha Valley R. R. Co.	17.06		500.00	6				Do.
116019	Cumberland, Md., and Beverly, W. Va.	West Virginia Central and Pittsburg Rwy. Co.	120.13	86.36	10,374.42	12				
116020	Charleston and Gauley Bridge.	Kanawha and Michigan Rwy. Co.	37.64		1,609.11	6				Do.
116021	Tunnelton and Kingwood	Tunnelton, Kingwood and Fairchance R. R. Co.	10.82	42.75	462.55	12				
116022	Cedargrove and Mammoth	Kelly's Creek Improvement Co.	5.13		219.30	6				Do.
116023	Brosius and Berkeley Springs.	Baltimore and Ohio R. R. Co.	6.37	43.61	277.79	19				
116024	Millwood and Jackson	Ripley and Mill Creek Valley R. R. Co.	12.97	47.88	621.00	12				
116025	Harrison (n. o.) and Elk Garden.	West Virginia Central and Pittsburg Rwy. Co.	7.31	42.75	312.50	12				
116026	Sewell and Cliff Top	Longdale Iron Co.	10.02	42.75	428.35	6				
116027	Clendenin and Clay	Charleston, Clendenin and Sutton R. R. Co.	31.64		1,000.00	6				Do.
116028	Fairmont and Clarksburg	Monongahela River R. R. Co.	33.40	52.16	1,742.14	7.09				
116029	New Cumberland Junction (n. o.) and New Cumberland.	Pittsburg, Cincinnati, Chicago and St. Louis Rwy. Co.	7.69	47.88	368.19	21				
116030	Brownstown and Hernshaw	West Virginia Southern Rwy. Co.	5.50		235.13	6				Do.
116031	Vacant.									
116032	Ravenswood and Spencer	Ravenswood, Spencer and Glenville Rwy. Co.	33.26	51.30	1,706.23	12				
116033	Elkins Junction (n. o.) and Belington.	West Virginia Central and Pittsburg Rwy. Co.	16.39	43.61	714.76	12				
116034	Flatwoods and Lanes Bottom.	West Virginia and Pittsburg R. R. Co.	40.77	42.75	1,742.91	6				
116035	Terminal Junction (n. o.) and Wheeling.	Wheeling Bridge and Terminal Rwy. Co.	4.90	106.88	523.71	13.59				
116036	Mount Carbon and Powellton.	Powellton and Pocahontas Rwy. Co.	5.29	42.75	226.14	12				
116037	Vacant.									
116038	Coalburg and Acme	Chesapeake and Ohio Rwy. Co.	15.17	42.75	648.51	6				

C.—*Railroad Mail Service and railway post-office cars as in operation June 30, 1897*—Continued.

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	WEST VIRGINIA—continued.		*Miles.*	*Dollars.*	*Dollars.*		*Miles.*	*Dollars.*	*Dollars.*		
116039	Huntington and Kenova	Ohio River R. R. Co.	8.76	105.17	921.28	6					
116040	Thurmond and Macdonald	Chesapeake and Ohio Rwy. Co.	10.00	42.75	427.50	6					
116041	North Fork Junction (n. o.) and Ashland.	Norfolk and Western Rwy. Co.	5.64	42.75	241.10	6					
			1,190.26		138,127.68				15,495.00		
	NORTH CAROLINA.										
118001	Weldon and Raleigh	Raleigh and Gaston R. R. Co	96.07	157.32	15,113.73	14					
118002	Weldon and State Line (n. o.)	Wilmington and Weldon R. R. Co.	172.67	353.12	60,973.23	22.64	172.60	90.00	15,534.00	1 line 60 feet; 1 line 50 feet.	
118003	Wilmington and Rutherfordton.	Carolina Central R. R. Co	268.11	96.62	25,904.78	11.09					
118004	Goldsboro and Greensboro	Southern Rwy. Co	129.77	147.92	19,195.57	18.37					
118005	Goldsboro and Morehead City.	Atlantic and North Carolina R. R. Co.	93.78	93.20	8,740.29	9					
118006	Salisbury, N. C., and Morristown, Tenn.	Southern Rwy. Co	228.75	133.38	30,510.67	7.05					
118007	Charlotte, N. C., and Augusta, Ga.	do	191.00	211.19	40,337.29	17.90					
118008	Wilson and Wilmington	Wilmington and Weldon R. R. Co.	108.36	138.51	15,008.94	14					
118009	Charlotte and Taylorsville	Southern Rwy. Co	64.57	59.00	3,809.63	10.08					
118010	Raleigh and Hamlet	Raleigh and Augusta Air Line R. R. Co.	96.66	146.21	14,132.65	14					
118011	Mount Airy and Wilmington	Cape Fear and Yadkin Valley Rwy. Co.	248.30	86.36	21,443.18	11.76					
118012	Greensboro and North Wilkesboro.	Southern Rwy. Co	104.37	128.25	13,385.45	9.02					
118013	Danville Junction (n. o.), Va., and Atlanta, Ga.	do	409.40	711.36	291,230.78	24.40	142.00 267.40	190.00 125.00	60,405.00	3 lines 60 feet; 1 line 50 feet. 2 lines 60 feet; 1 line 40 feet.	Danville Junction (n. o.) to Charlotte. Charlotte to Atlanta.
118014	Oxford and Henderson	do	14.71	47.02	691.81	19					
118015	Rockymount and Tarboro	Wilmington and Weldon R. R. Co.	16.64	108.59	1,806.93	19					

118018	University Station and Chapel Hill.	Southern Rwy. Co.	11.36	46.17	524.49	18						
118019	Halifax and Kinston	Wilmington and Weldon R. R. Co.	67.48	60.26	6,058.86	6						
118020	Tarboro and Plymouth	....do	53.63	62.42	3,347.58	8.93						
118021	Highpoint and Ashboro	Southern Rwy. Co	28.14	51.80	1,445.58	6						
118022	D. M. & S. W. Junction (n. o.) and Leaksville.	Danville, Mocksville and Southwestern R. R. Co.	8.12	42.75	347.13	6						
118023	Lenoir, N. C., and Chester, S. C.	Chester and Lenoir Narrow Gauge R. R. Co.	100.88	65.84	6,658.91	7.10						9.90 miles, Hickory to Newton, lap service over route 118-006 at $7.70 per mile.
118024	Junction (n. o.) and Henrietta.	Carolina Central R. R. Co.	1.92	42.75	82.08	6						
118025	Louisburg and Franklinton	Raleigh and Gaston R. R. Co.	10.45	43.61	455.73	12						
118026	Warren Plains and Warrenton.	Warrenton R. R. Co.	3.38	42.75	144.49	6						
118027	Aberdeen and Pattersons Bridge.	Moore County R. R. Co.	12.87	.....	250.00	6						Agreement.
118028	Rockymount and Springhope.	Wilmington and Weldon R. R. Co.	19.48	42.75	832.77	6						
118029	Moncure and Pittsboro	Raleigh and Augusta Air Line R. R. Co.	12.36	42.75	528.39	12						
118030	Warsaw and Clinton	Wilmington and Weldon R. R. Co.	13.48	45.32	610.91	12						
118031	Factory Junction (n. o.) and Ramseur.	Cape Fear and Yadkin Valley Rwy. Co.	19.41	42.75	829.77	6						
118032	Marion, N. C., and Camden, S. C.	Ohio River and Charleston Rwy. Co.	172.55	65.84	11,360.69	6						
118033	Boykins, Va., and Lewiston, N. C.	Seaboard and Roanoke R. R. Co.	35.62	53.87	1,918.84	13.37						
118034	Hamlet and Gibson	Raleigh and Augusta Air Line R. R. Co.	10.07	42.75	430.49	6						
118035	Wilmington and Wrightsville.	Wilmington Sea Coast R. R. Co.	9.13	42.75	389.83	6						
118036	Cameron and Carthage	Carthage R. R. Co.	10.20	42.75	436.05	12						
118037	Stokesdale and Madison	Cape Fear and Yadkin Valley Rwy. Co.	11.60	42.75	495.90	6						
118038	Monroe, N. C., and Clinton, S. C.	Georgia, Carolina and Northern Rwy. Co.	91.02	135.95	12,374.16	14						
118039	Mackeys Ferry and Bellport.	Norfolk and Southern R. R. Co.	30.23	45.33	1,370.02	6						
118040	Vacant.											
118041	Henderson and Durham	Durham and Northern Rwy. Co.	41.51	47.88	1,987.49	9						
118042	Fayetteville and Bennettsville.	Cape Fear and Yadkin Valley Rwy. Co.	57.88	70.11	4,057.96	7						

C.—*Railroad Mail Service and railway post-office cars as in operation June 30, 1897*—Continued.

Number of route.	State and termini.	Title of company.	Length of route.	Pay per mile for transportation.	Annual rate of pay for transportation.	Average number of trips per week.	Authorized mileage, railway post-office cars.	Pay per mile for railway post-office cars.	Annual rate of pay for railway post-office cars.	Lines of railway post-office cars authorized.	Remarks.
	NORTH CAROLINA—continued.		*Miles.*	*Dollars.*	*Dollars.*		*Miles.*	*Dollars.*	*Dollars.*		
118043	Aberdeen and Asheboro.....	Aberdeen and West End R. R. Co.	57.39	42.75	2,453.41	6	.....	.....	.....	.....	
118044	Carthage and Currierville...	Carthage and Western R. R. Co.	11.55	42.75	493.76	6	.....	.....	.....	.....	
118045	Hamlet, N. C., and Cheraw, S. C.	Raleigh and Augusta Air Line R. R. Co.	18.52	42.75	791.73	6	.....	.....	.....	.....	
118046	Salisbury and Norwood	Southern Rwy. Co.....	41.61	50.45	2,099.22	6	.....	.....	.....	.....	
118047	Vacant.										
117048	Hub, N. C., and Conway, S. C.	Wilmington, Columbia and Augusta R. R. Co.	50.07	47.03	2,354.79	6	.....	.....	.....	.....	
118049	Red Springs and Bowmore..	Red Springs Lumber Co....	11.67	.....	300.00	6	.....	.....	.....	.....	Agreement.
118050	Winston and Mocksville....	Southern Rwy. Co.....	27.37	42.75	1,170.06	6	.....	.....	.....	.....	
118051	Vacant.										
118052	Vacant.										
118053	Parmele and Washington...	Wilmington and Weldon R. R. Co.	25.33	70.11	1,775.88	12	.....	.....	.....	.....	
118054	Wilmington and Newbern...	Wilmington, Newbern and Norfolk Rwy. Co.	88.96	43.61	3,879.54	6	.....	.....	.....	.....	
118055	Vacant.										
118056	Gumberry and Jackson.....	Northampton and Hertford R. R. Co.	9.31	42.75	398.00	12	.....	.....	.....	.....	
118057	Gulf and Glendon.....	Durham and Charlotte R. R. Co.	8.83	42.75	377.48	6	.....	.....	.....	.....	
118058	Hendersonville and Brevard.	Hendersonville and Brevard Rwy. Telegraph and Telephone Co.	22.64	43.61	987.33	7	.....	.....	.....	.....	
118059	Vacant.										
118060	Filo and Troy.....	Aberdeen and West End R. R. Co.	7.58	.....	250.00	6	.....	.....	.....	.....	Do.
118061	Aberdeen and Endon.....	Aberdeen and Rockfish R. R. Co.	12.30	.....	150.00	6	.....	.....	.....	.....	Do.
118062	Junction (n. o.) and Montrose	.....do.....	3.00	.....	50.00	6	.....	.....	.....	.....	Do.
			3,629.69		644,265.67				75,939.00		

	SOUTH CAROLINA.										
120001	Columbia and Greenville	Southern Rwy. Co	143.50	102.60	14,723.10	9.44					
120002	Columbia, S. C., and Wilmington, N. C.	Wilmington, Columbia and Augusta R. R. Co.	191.70	149.68	28,684.07	10.45	18.00	90.00	1,170.00	1 line 60 feet; 1 line 50 feet.	Florence to Pedee.
120003	Columbia and Charleston	South Carolina and Georgia R. R. Co.	129.60	134.24	17,397.50	15.09					
120004	Charleston, S. C., and Savannah, Ga.	Charleston and Savannah Rwy. Co.	115.00	262.49	30,186.35	24.49	115.00	65.00	7,475.00	1 line 50 feet; 1 line 40 feet.	
120005	Florence and Charleston	Northeastern R. R. Co	102.50	303.53	31,111.82	17.66	102.00	90.00	9,180.00	1 line 60 feet; 1 line 50 feet.	
120006	Florence and Cheraw	Cheraw and Darlington R. R. Co.	40.93	70.97	2,904.80	13					
120007	Vacant.										
120008	Anderson and Walhalla	Blue Ridge R. R. Co	34.53	66.69	2,302.80	7					
120009	Hodges and Abbeville	Southern Rwy. Co	11.95	42.75	510.86	14					
120010	Port Royal, S. C., and Augusta, Ga.	Charleston and Western Carolina Rwy. Co.	112.08	62.42	6,992.91	7.55					
120011	Asheville, N. C., and Alston, S. C.	Southern Rwy. Co	137.52	108.59	14,933.29	14					
120012	Vacant.										
120013	Chester and Lancaster	Lancaster and Chester Rwy. Co.	29.57	49.59	1,466.37	12					
120014	Cheraw, S. C., and Wadesboro, N. C.	Cheraw and Darlington R. R. Co.	25.70	56.43	1,450.25	7					
120015	Lane and Sumter	Central R. R. Co. of South Carolina.	40.57	90.63	3,676.85	7					
120016	Belton and Anderson	Southern Rwy. Co	10.12	72.68	735.52	14					
120017	Branchville, S. C., and Augusta, Ga.	South Carolina and Georgia R. R. Co.	75.14	159.89	12,014.13	18.53					
120018	Kingsville and Camden	do	38.14	48.74	1,858.94	12					
120019	Vacant.										
120020	Lane and Georgetown	Georgetown and Western R. R. Co.	37.67	61.56	2,318.96	12					
120021	Spartanburg, S. C., and Augusta, Ga.	Charleston and Western Carolina Rwy. Co.	133.40	82.08	10,949.47	13.32					
120022	Creston and Pregnalls	Manchester and Augusta R. R. Co.	41.23	50.45	2,080.05	6					
120023	McCormick and Anderson	Charleston and Western Carolina Rwy. Co.	59.02	42.75	2,523.10	6					
120024	Laurens and Greenville	do	36.37	52.16	1,897.05	13					
120025	Greenpond and Walterboro	Greenpond, Walterboro and Branchville Rwy. Co.	12.44	42.75	531.81	12					
120026	Seivern and Allendale	Greenwood, Anderson and Western Rwy.	55.29	44.46	2,458.19	10.30					
120027	Vacant.										
120028	Ravenels and Young Island	Charleston and Savannah Rwy. Co.	5.85	42.75	241.53	12					
120029	Elliott and Lucknow	Manchester and Augusta R. R. Co.	16.63	42.75	710.93	6					
120030	State Line (n. o.) and Pedee.	Florence R. R. Co	24.60	335.16	8,244.93	21	24.60	90.00	2,214.00	1 line 60 feet; 1 line 50 feet.	

C.—*Railroad Mail Service and railway post-office cars as in operation June 30, 1897*—Continued.

Number of route.	State and termini.	Title of company.	Length of route.	Pay per mile for transportation.	Annual rate of pay for transportation.	Average number of trips per week.	Authorized mileage, railway post-office cars.	Pay per mile for railway post-office cars.	Annual rate of pay for railway post-office cars.	Lines of railway post-office cars authorized.	Remarks.
	SOUTH CAROLINA—continued.		*Miles.*	*Dollars.*	*Dollars.*		*Miles.*	*Dollars.*	*Dollars.*		
120031	Aiken and Edgefield	Carolina and Cumberland Gap Rwy. Co.	25.05	42.75	1,070.88	12					
120032	Wilson and Millards	Wilson and Summerton R. R. Co.	16.50	42.75	705.37	6					
120033	Floyds (n. o.) and Hartville	Cheraw and Darlington R. R. Co.	10.11	42.75	432.20	16					
120034	Vacant.										
120035	Vacant.										
120036	Eutawville and Ferguson	Manchester and Augusta R. R. Co.	6.22	42.75	265.90	6					
120037	Columbia and Laurens	Columbia, Newberry and Laurens R. R. Co.	75.28	84.65	6,372.45	14					
120038	Darlington and Denmark	Manchester and Augusta R. R. Co.	103.79	128.25	13,311.06	8.31					
120039	Vacant.										
120040	Vacant.										
120041	Columbia, S. C., and Jacksonville, Fla.	Florida Central and Peninsular R. R. Co.	280.77	204.35	57,375.34	22.97					
120042	Latta and Clio	Florence R. R. Co.	20.28	42.75	866.97	6					
120043	Roebuck and Glenn Springs	Glenn Springs R. R. Co.	10.05	42.75	429.63	6					
120044	Vacant.										
120045	Gibson Station and Darlington.	Cheraw and Darlington R. R. Co.	36.34	62.42	2,268.34	6					
120046	Sumter and St. Paul	Wilson and Summerton R. R. Co.	25.30	42.75	1,081.57	6					
			2,270.49		287,085.29				20,039.00		
	GEORGIA.										
121001	Vacant.										
121002	Atlanta, Ga., and Chattanooga, Tenn.	Nashville, Chattanooga and St. Louis Rwy.	136.82	319.77	43,750.93	23.52	136.82	90.00	12,313.80	1 line 50 feet; 2 lines 40 feet.	
121006	Atlanta and West Point	Atlanta and West Point R. R. Co.	86.29	416.39	35,930.29	21	86.20	80.00	6,896.00	2 lines 50 feet.	
121004	Augusta and Atlanta	Georgia R. R. Co.	169.26	187.25	31,693.93	21					
121005	Millen and Augusta	Central of Georgia Rwy. Co.	53.52	76.10	4,072.87	21					
121006	Washington and Barnett	Georgia R. R. Co.	17.76	59.00	1,047.84	21					

121007	Union Point and Athens	....do	40.45	56.14	2,251.76	14					
121008	Kingston and Rome	Nashville, Chattanooga and St. Louis Rwy.	18.04	66.27	1,141.39	20					
121009	Savannah, Ga., and Jacksonville, Fla.	Savannah, Florida and Western Rwy. Co.	171.90	241.97	41,594.64	27.50	96.50 75.40	65.00 40.00	9,288.50	1 line 50 feet; 1 line 40 feet. 1 line 50 feet..	Savannah to Waycross. Waycross to Jacksonville.
121010	Savannah and Macon	Central of Georgia Rwy. Co.	190.75	139.37	26,584.82	15.28					
121011	Fort Valley and Columbus	....do	71.11	80.37	5,715.11	7					
121012	Macon and Atlanta	....do	104.50	268.47	28,055.11	21	104.50	25.00	2,612.50	1 line 40 feet..	
121013	Rome and Brunswick	Southern Rwy. Co	350.50	154.76	52,121.61	18.08					18.80 miles, Austell and Atlanta, lap service over route 121042 at $41.90 per mile.
121014	Gordon and Milledgeville	Central of Georgia Rwy. Co.	17.71	42.75	757.10	6					
121015	Tennille and Wrightsville	Wrightsville and Tennille R. R. Co.	16.83	69.26	1,165.64	14					
121016	Macon, Ga., and Montgomery, Ala.	Central of Georgia Rwy. Co.	223.30	144.50	32,266.85	12.65	223.30	25.00	5,582.50	1 line 40 feet..	
121017	Fort Valley and Perry	....do	13.89	42.75	551.04	12					
121018	Waycross and Bainbridge	Savannah, Florida and Western Rwy. Co.	141.07	169.29	23,881.74	17.88	34.20	25.00	855.00	1 line 40 feet..	Waycross to Du Point.
121019	Barnesville and Thomaston	Central of Georgia Rwy. Co.	16.85	44.46	749.15	12					
121020	Cartersville, Ga., and Pell City, Ala.	East and West R. R. Co.	117.11	59.00	6,909.49	8.24					
121021	Camak and Macon	Georgia R. R. Co.	78.08	102.60	8,011.00	21					
121022	Griffin and Carrollton	Central of Georgia Rwy. Co.	60.18	59.85	3,601.77	13					
121023	Brunswick and Albany	Brunswick and Western R. R. Co.	171.16	92.34	15,804.91	12.25					
121024	Columbus and Greenville	Central of Georgia Rwy. Co.	50.23	47.03	2,362.31	7					
121025	Athens and Lula	Northeastern R. R. of Georgia.	38.90	57.29	2,228.58	13					
121026	Toccoa and Elberton	Southern Rwy. Co	50.86	59.00	3,000.74	12					
121027	Fitzgerald and Tifton	Tifton and Northeastern R. R. Co.	25.62	.....	800.00	6					Agreement.
121028	Wadley and Louisville	Louisville and Wadley R. R. Co.	10.65	42.75	455.28	12					
121029	Hartwell and Bowersville	Hartwell R. R. Co	10.31	42.75	440.75	12					
121030	Marietta, Ga., and Murphy, N. C.	Atlanta, Knoxville and Northern Rwy. Co.	109.42	77.81	8,513.97	18					
121031	Thomasville and Albany	Savannah, Florida and Western Rwy. Co.	59.14	71.82	4,247.43	10					
121032	Collins and Reidsville	Collins and Reidsville R. R. Co.	7.34	.....	313.78	6					Do.
121033	Talbotton and Bostick (n. o)	Talbotton R. R. Co	7.25	42.75	309.93	14					
121034	Gainesville and Social Circle	Gainesville, Jefferson and Southern R. R. Co.	52.00	51.30	2,667.60	12.17					
121035	Chamblee and Roswell	Southern Rwy. Co	11.39	42.75	486.92	6					
121036	Dupont, Ga., and Port Tampa, Fla.	Savannah, Florida and Western Rwy. Co.	273.60	178.70	48,892.32	15.24	273.60	25.00	6,840.00	1 line 40 feet..	

C.—*Railroad Mail Service and railway post-office cars as in operation June 30, 1897*—Continued.

Number of route.	State and termini.	Title of company.	Length of route.	Pay per mile for transportation.	Annual rate of pay for transportation.	Average number of trips per week.	Authorized mileage, railway post-office cars.	Pay for mile for railway post-office cars.	Annual rate of pay for railway post-office cars.	Lines of railway post-office cars authorized.	Remarks.
	GEORGIA—continued.		*Miles.*	*Dollars.*	*Dollars.*		*Miles.*	*Dollars.*	*Dollars.*		
121037	Albany and Cordele	Albany and Northern Rwy. Co.	35.46	42.75	1,515.91	6					
121038	Cochran and Hawkinsville	Southern Rwy. Co	10.60	47.03	498.51	21					
121039	Smithville and Albany	Central of Georgia Rwy, Co.	24.00	133.38	3,201.12	14					
121040	Albany, Ga., and Columbia, Ala.	do	63.16	65.84	4,158.45	7					
121041	Cuthbert and Fort Gaines	do	23.31	42.75	996.50	6					
121042	Atlanta, Ga., and Birmingham, Ala.	Southern Rwy. Co	168.08	259.92	43,687.35	15.81					
121043	Cornelia and Tallulah Falls	Blue Ridge and Atlantic R. R. Co.	21.25	45.32	963.05	12					
121044	Climax and Chattahoochee	Savannah, Florida and Western Rwy. Co.	32.06	64.13	2,056.00	7					
121045	Bellmont and Jefferson	Gainesville, Jefferson and Southern R. R. Co.	13.44	42.75	574.56	12					
121046	Sylvania and Rocky Ford	Sylvania R. R. Co	14.89	44.46	662.00	12					
121047	Americus and Columbus	Central of Georgia Rwy. Co.	63.70	54.72	3,485.66	7					
121048	Augusta and Tennille	Augusta Southern R. R. Co.	84.05	54.72	4,599.21	14.28					
121049	Wrightsville and Dublin	Wrightsville and Tennille R. R. Co.	20.00	66.69	1,333.80	14					
121050	Lyons, Ga., and Montgomery, Ala.	Georgia and Alabama Rwy.	266.04	76.95	20,471.77	7					
121051	Columbus and McDonough	Southern Rwy Co	99.02	82.94	8,212.71	12.47					
121052	Macon and Athens	Central of Georgia Rwy. Co.	105.34	59.00	6,215.06	7					
121053	Midville and Swainsboro	Midville, Swainsboro and Red Bluff R. R. Co.	18.29	42.75	781.89	6					
121054	Union Point and White Plains.	Union Point and White Plains R. R. Co.	13.80	42.75	589.95	6					
121055	Millen and Stillmore	Millen and Southern Rwy. Co.	31.78	42.75	1,358.59	6					
121056	Atlanta and Fort Valley	Southern Rwy. Co	105.40	56.43	5,947.72	6					
121057	Chattanooga, Tenn., and Carrollton, Ga.	Chattanooga, Rome and Columbus R. R.	138.82	67.55	9,377.29	8.15					
[illegible]	[illegible]	[illegible]	286.98	161.60	46,206.28	14					

121061	Statesboro and Dover	Dover and Statesboro R. R. Co.	10.00	43.61	436.10	13					
121062	Dunlap (n.o.) and Smithonia.	Smithonia and Dunlap R. R. Co.	6.20	42.75	265.05	12					
121063	Columbus and Albany	Georgia and Alabama Rwy.	88.60	42.75	3,787.65	6					
121064	Bainbridge, Ga., and Montgomery, Ala.	Alabama Midland Rwy. Co.	175.70	145.85	25,537.99	14.85					
121065	Savannah and Tybee	Central of Georgia Rwy. Co.	16.30	42.75	116.14	6					R. R. service only two months a year.
121066	Meldrim (n.o.) and Lyons	Georgia and Alabama Rwy.	57.52	89.78	5,164.14	7					
121067	Abbeville and Fitzgerald	do	22.60	49.59	1,125.19	7					
121068	Waycross and Nicholls	Waycross Air Line R. R. Co.	30.40	42.75	1,299.60	6					
121069	Chattanooga, Tenn. and Gadsden, Ala.	Chattanooga Southern R. R. Co.	92.70	47.03	4,359.68	6					
121070	Vacant.										
121071	Clinton, S. C. and Atlanta, Ga.	Georgia, Carolina and Northern Rwy. Co.	181.88	145.85	26,436.25	14					
121072	Macon and Dublin	Macon, Dublin and Savannah R. R. Co.	53.67	48.74	2,615.87	6					
121073	Smithonia and Fiveforks	Smithonia, Danielsville and Carnesville R. R. Co.	6.36	42.75	271.89	6					
121074	Pidcock and Moultrie	Georgia Northern Rwy. Co. of Ga.	31.54	42.75	1,348.33	6					
121075	Dublin and Hawkinsville	Oconee and Western R. R. Co.	40.68	42.75	1,739.07	13					
121076	Covington and Milledgeville	Central of Georgia Rwy. Co.	69.00	61.56	4,247.64	13					
121077	Vacant.										
121078	Vacant.										
121079	Swainsboro and Collins	Stillmore Air Line Rwy	34.05	43.61	1,484.92	14					
121080	Theo and Darien	Darien and Western R. R. Co.	21.72	49.59	1,077.09	6					
121081	McDonalds Mill and Douglas.	J. S. Bailey & Co	20.25	42.75	865.68	6					
121082	Vacant.										
121083	Cuyler (n.o.) and Hubert	Cuyler and Woodburn R. R. Co.	12.47		350.00	6					Agreement.
121084	Macon and Lagrange	Macon and Birmingham Rwy. Co.	105.56		1,021.54	6					Do.
			5,723.04		694,398.38				44,388.30		
	FLORIDA.										
123001	Fernandina and Tampa	Florida Central and Peninsular R. R. Co.	244.28	105.33	25,730.01	13.83					All land grant.
123002	Vacant.										
123003	Pensacola, Fla., and Flomaton, Ala.	Louisville and Nashville R. R. Co.	44.18	101.23	4,472.34	21					Do.
123004	Jacksonville, Tampa, and Key West Junction (n.o.) and New Smyrna.	Florida East Coast Rwy. Co.	28.08	42.75	1,198.28	12					

C.—*Railroad Mail Service and railway post-office cars as in operation June 30, 1897*—Continued.

Number of route.	State and termini.	Title of company.	Length of route.	Pay per mile for transportation.	Annual rate of pay for transportation.	Average number of trips per week.	Authorized mileage, railway post-office cars.	Pay per mile for railway post-office cars.	Annual rate of pay for railway post-office cars.	Lines of railway post-office cars authorized.	Remarks.
	FLORIDA—continued.		*Miles.*	*Dollars.*	*Dollars.*		*Miles.*	*Dollars.*	*Dollars.*		
123005	Pensacola and Millview.....	Pensacola and Perdido R. R. Co.	8.53	42.75	364.65	6	.....	.....	.....	.....	
123006	Jacksonville and River Junction.	Florida Central and Peninsular R. R. Co.	208.67	102.60	21,409.54	14.63	.....	.....	.....	.....	All land grant.
123007	Sanford and Lakeland.....	Savannah, Florida and Western Rwy. Co.	83.13	177.84	14,783.83	17	.....	.....	.....	.....	
123008	Astor and Leesburg.....	St. Johns and Lake Eustis R. R. Co.	38.87	45.32	1,761.58	6	.....	.....	.....	.....	
123009	Vacant.										
123010	Sanford and Oviedo.....	Savannah, Florida and Western Rwy. Co.	18.11	42.75	774.20	6	.....	.....	.....	.....	
123011	Wildwood and Orlando.....	Florida Central and Peninsular R. R. Co.	54.32	70.97	3,855.09	10.50	.....	.....	.....	.....	
123012	Palatka and Brooksville....	Florida Southern R. R. Co..	145.49	83.97	12,190.60	7	.....	.....	.....	.....	
123013	Tallahassee and St. Marks..	Florida Central and Peninsular R. R. Co.	22.06	42.75	943.06	3	.....	.....	.....	.....	
123014	Fort Mason (n. o.) and Lanepark.	St. Johns and Lake Eustis R. R. Co.	9.48	42.75	405.27	7.26	.....	.....	.....	.....	
123015	Pensacola and River Junction.	Louisville and Nashville R. R. Co.	161.92	76.60	12,403.07	14	.....	.....	.....	.....	Do.
123016	Jacksonville and Palm Beach	Florida East Coast Rwy. Co.	301.89	137.66	41,558.17	12.03	.....	.....	.....	.....	
123017	Micanopy Junction (n. o.) and Micanopy.	Florida Southern R. R. Co..	3.74	42.75	159.88	12	.....	.....	.....	.....	
123018	Jacksonville and Sanford....	Jacksonville, Tampa and Key West Rwy. Co.	124.30	206.06	25,613.25	17.32	124.24	25.00	3,106.00	1 line 40 feet..	
123019	Waldo and Cedar Keys.....	Florida Central and Peninsular R. R. Co.	71.20	56.08	3,992.89	7	.....	.....	.....	.....	Do.
123020	Beresford and Deland.....	Jacksonville, Tampa and Key West Rwy. Co.	5.17	55.58	287.34	21	.....	.....	.....	.....	
123021	Wahneta and Bartow.....	Savannah, Florida and Western Rwy. Co.	17.28	43.61	753.58	13	.....	.....	.....	.....	
123022	Rochelle and Gainesville....	Florida Southern R. R. Co .	10.97	42.75	468.96	14	.....	.....	.....	.....	
123023	Morriston and Standard.....	Florida Central and Peninsular R. R. Co.	4.15	42.75	177.41	6	.....	.....	.....	.....	
123024	Lakeland and Bartow.....	Savannah, Florida and Western Rwy. Co.	13.87	89.78	1,245.24	13	.....	.....	.....	.....	
123025	Enterprise Junction (n. o.) and Titusville.	Jacksonville, Tampa and Key West Rwy. Co.	40.64	47.03	1,911.29	6	.....	.....	.....	.....	

123027	Micanopy and Irvine	Gainesville and Gulf Rwy. Co.	9.08	.....	382.17	6	.....	.....	.....	.....	Agreement.
123028	Sanford and Tavares	Jacksonville, Tampa and Key West Rwy. Co.	29.71	42.75	1,270.10	6	.....	.....	.....	.....	
123029	Sanford and St. Petersburg	Sanford and St. Petersburg R. R. Co.	152.23	65.84	10,026.11	6.50	.....	.....	.....	.....	
123030	Jacksonville and Pablo Beach.	Jacksonville and Atlantic Rwy. Co.	17.35	42.75	741.71	6	.....	.....	.....	.....	
123031	Vacant.										
123032	Lake City and Lake City Junction (n. o.).	Savannah, Florida and Western Rwy. Co.	19.20	42.75	820.80	14	.....	.....	.....	.....	
123033	Ocala and Homosassa	Silver Springs, Ocala and Gulf R. R. Co.	47.57	59.85	2,847.06	12.80	.....	.....	.....	.....	
123034	Tavares and Clermont	Tavares and Gulf R. R. Co.	29.37	42.75	1,255.56	6	.....	.....	.....	.....	
123035	Thomasville and Monticello.	Savannah, Florida and Western Rwy. Co.	24.64	47.08	1,158.81	14	.....	.....	.....	.....	
123036	Jacksonville and Mayport	Jacksonville, Mayport and Pablo Rwy. and Navigation Co.	25.00	42.75	1,068.75	6	.....	.....	.....	.....	
123037	Kissimmee and Narcoossee	Savannah, Florida and Western Rwy. Co.	16.68	42.75	713.07	6	.....	.....	.....	.....	
123038	Vacant.										
123039	Vacant.										
123040	Drifton and Monticello	Florida Central and Peninsular R. R. Co.	4.66	42.75	199.21	14	.....	.....	.....	.....	
123041	Vacant.										
123042	Junction (n. o.) and San Mateo.	Florida East Coast Rwy. Co.	2.97	42.75	126.96	18	.....	.....	.....	.....	
123043	Vacant.										
123044	Vacant.										
123045	Tallahassee and Apalachicola.	Carabelle, Tallahassee and Georgia R. R. Co.	79.24	51.30	4,065.01	7	.....	.....	.....	.....	
123046	Vacant.										
123047	Vacant.										
123048	Vacant.										
123049	Livecak and Lauraville	Live Oak and Gulf Rwy. Co.	17.38	42.75	742.99	6	.....	.....	.....	.....	
123050	Gainesville and High Springs.	Savannah, Florida and Western Rwy. Co.	22.88	64.13	1,467.29	14	.....	.....	.....	.....	
123051	Gainesville and Micanopy	Gainesville and Gulf Rwy. Co.	17.21	22.01	378.79	7	.....	.....	.....	.....	
123052	Starke and Alachua	Atlantic, Suwanee River and Gulf Rwy. Co.	27.94	.....	500.00	6	.....	.....	.....	.....	Do.
123053	Westlake and Ellaville	Ellaville, Westlake and Jennings R. R. Co.	10.02	.....	300.00	6	.....	.....	.....	.....	Do.
123054	West Palm Beach Junction (n. o.) and Miami.	Florida East Coast Rwy. Co.	68.06	93.20	6,343.19	6	.....	.....	.....	.....	
			2,856.66		216,655.13					3,106.00	

C.—*Railroad Mail Service and railway post-office cars as in operation June 30, 1897*—Continued.

Number of route.	State and termini.	Title of company.	Length of route.	Pay per mile for transportation.	Annual rate of pay for transportation.	Average number of trips per week.	Authorized mileage, railway post-office cars.	Pay per mile for railway post-office cars.	Annual rate of pay for railway post-office cars.	Lines of railway post-office cars authorized.	Remarks.
	ALABAMA.		*Miles.*	*Dollars.*	*Dollars.*		*Miles.*	*Dollars.*	*Dollars.*		
124001	Montgomery, Ala., and West Point, Ga.	Western Rwy. of Alabama.	85.72	401.85	34,446.58	21	85.63	80.00	6,850.40	2 lines 50 feet.	
124002	Montgomery and Selma	do	47.18	103.46	4,881.24	18.50					
124003	Vacant.										
124004	Vacant.										
124005	Memphis and Chattanooga, Tenn.	Memphis and Charleston R. R. Co.	310.50	153.90	43,418.26	14.75					88.70 miles. Stevenson, Ala., to Chattanooga, Tenn.; lap service over 127004, at $41.04 per mile.
124006	Selma and Akron	Southern Rwy. Co.	65.81	64.98	4,276.33	7					
124007	Columbus, Ga., and Birmingham, Ala.	Central of Georgia Rwy. Co.	158.32	87.21	13,807.08	8.29					
124008	Columbus, Ga., and Troy, Ala.	do	85.67	57.45	4,921.74	7					All land grant.
124009	Selma and York Station	Southern Rwy. Co.	76.56	64.13	4,909.79	7					
124010	Selma, Ala., and Cleveland, Tenn.	do	264.65	127.40	29,741.53	12.75					156 miles. Selma to Patona (n. o.); land grant, at $101.92 per mile.
124011	Sheffield and Jasper	Northern Alabama Rwy. Co.	86.84	48.74	4,232.58	6					
124012	Montgomery, Ala., and New Orleans, La.	Louisville and Nashville R. R. Co.			114,570.41	22.57	318.27	80.00	25,461.60	2 lines 50 feet.	
	Montgomery and Flomaton.		118.83	311.22							Land grant.
	Flomaton and New Orleans.		199.44	389.03							Nonland grant.
124013	Vacant.										
124014	Opelika and Roanoke	Central of Georgia Rwy. Co.	39.11	67.55	2,641.88	7					
124015	Chattanooga, Tenn., and State Line (n. o.).	Alabama Great Southern R. R. Co.	31.70	218.03							Nonland grant.
	State Line (n. o.) and Meridian, Miss.		264.16	174.42	52,986.33	14.33	295.50	50.00	14,775.00	2 lines 40 feet.	Landgrant.
124016	Gurnee and Bismarck	Southern Rwy. Co.	16.43	75.24	1,236.19	7					
124017	Selma and Pineapple Station (n. o.).	Louisville and Nashville R. R. Co.	45.61	60.71	2,768.98	6					
124018	Dolomite and Wheeling Station (n. o.).	Woodward Iron Co.	4.34	42.75	185.53	10.41					
124019	Chehaw (n. o.) and Tuskegee.	Tuskegee R. R. Co	5.33	50.45	296.64	20					

		Rwy. Co.								
124021	Eufaula and Ozark	Central of Georgia Rwy. Co.	59.96	43.61	2,614.85	7				
124022	Selma and Martins Station	Birmingham, Selma and New Orleans Rwy. Co.	20.60	42.75	880.65	6				
124023	Vacant.									
124024	Elmore and Wetumpka	South and North Alabama R. R. Co.	6.86	44.46	304.99	12				
124025	Tuscumbia and East Florence.	Memphis and Charleston R. R. Co.	8.28	64.98	538.08	14				
124026	Vacant.									
124027	Sprague and Luverne	Alabama Midland Rwy. Co.	32.94	44.46	1,464.51	6				
124028	Troy and Searight	Central of Georgia Rwy. Co.	37.02	56.43	2,089.03	7				
124029	Vacant.									
124030	Talladega and Pell City	Birmingham and Atlantic R. R. Co.	23.23	55.58	1,291.12	12				
124031	Iveys Switch (n. o.) and Rutledge.	Rutledge and Julian R. R.	3.39	42.75	144.92	12				
124032	Elora, Tenn., and Attalla, Ala.	Nashville, Chattanooga and St. Louis Rwy.	95.34	54.72	5,217.00	12				
124033	Rome, Ga., and Attalla, Ala.	Southern Rwy. Co	61.66	47.03	2,899.86	7				
124034	Mobile and Selma	Mobile and Birmingham R. R. Co.	163.20	65.84	10,154.29	7				14.10 miles, Marion Junction (n. o.) to Selma, lap service over 124009 at $23.94 per mile.
124035	Attalla and Calera	Louisville and Nashville R. R. Co.	119.79	48.74	5,838.56	7				
124036	Birmingham and Champion.	Birmingham Mineral R. R. Co.	39.44	47.03	1,854.86	6				
124037	Birmingham and Blocton	do	51.40	62.42	3,208.38	7				
124038	Riverton and Margerum Junction (n. o).	Northern Alabama Rwy. Co.	11.23	42.75	480.06	6				
124039	Vacant.									
124040	Tredegar Junction (n. o.) and Jacksonville.	East and West R. R. Co	3.45	42.75	147.48	25				
124041	Vacant.									
124042	Abbeville Junction (n. o.) and Abbeville.	Abbeville Southern Rwy. Co.	27.21	42.75	1,163.22	6				
124043	Sheffield and Tuscumbia	Louisville and Nashville R. R. Co.	2.64	42.75	112.86	6				
124044	Prattville Junction (n. o.) and Prattville.	do	10.22	42.75	436.90	12				
124045	Cardiff and Blossburg	Southern Rwy. Co	2.75	42.75	117.56	12				
124046	Gurnee (n. o.) and Blocton	do	14.33	42.75	612.60	6				
124047	Gadsden and Attalla	Nashville, Chattanooga and St. Louis Rwy.	6.21	42.75	265.47	6				
124048	Lafayette and Opelika	Lafayette Rwy. Co	22.86		500.00	6				Agreement.
			2,736.27		362,012.90				47,087.00	

C.—*Railroad Mail Service and railway post-office cars as in operation June 30, 1897*—Continued.

Number of route.	State and termini.	Title of company.	Length of route.	Pay per mile for transportation.	Annual rate of pay for transportation.	Average number of trips per week.	Authorized mileage, railway post-office cars.	Pay per mile for railway post-office cars.	Annual rate of pay for railway post-office cars.	Lines of railway post-office cars authorized.	Remarks.
	MISSISSIPPI.		*Miles.*	*Dollars.*	*Dollars.*		*Miles.*	*Dollars.*	*Dollars.*		
126001	New Orleans, La., and Cairo, Ill.	Illinois Central R. R. Co....	554.22	226.58	125,575.16	18.17	554.22	55.00	30,482.10	1 line 45 feet; 1 line 40 feet.	
126002	Memphis, Tenn., and Grenada, Miss.	.....do	99.42	110.30	10,966.02	14	.....	.....	.....	.....	
126003	Vicksburg and Jackson.... / Jackson and Meridian	Alabama and Vicksburg Rwy. Co.	43.45 / 96.30	177.84 / 142.27	21,427.74	7	139.36	25.00	3,484.00	1 line 40 feet ..	Nonland grant. / Land grant.
126004	Mobile, Ala., and Cairo.....	Mobile and Ohio R. R. Co...	492.30	117.64	57,914.17	14	.....	.....	.....	.....	Land grant.
126005	Greenville, Miss., and Birmingham, Ala.	Southern Rwy. Co	291.20	123.12	35,852.54	8	.....	.....	.....	.....	
126006	Helena, Ark., and Eaglesnest, Miss.	Yazoo and Mississippi Valley R. R. Co.	20.42	43.61	890.51	9.88	.....	.....	.....	.....	
126007	Muldon and Aberdeen	Mobile and Ohio R. R. Co....	9.55	45.32	432.80	21	.....	.....	.....	.....	
126008	Middleton, Tenn., and Pontotoc, Miss.	Gulf and Chicago R. R. Co..	62.66	60.71	3,804.08	7	.....	.....	.....	.....	
126009	Durant and Aberdeen.....	Illinois Central R. R. Co.....	109.12	71.82	7,836.99	7	.....	.....	.....	.....	
126010	Natchez and Jackson.....	Yazoo and Mississippi Valley R. R. Co.	98.53	97.47	9,603.71	10.98	.....	.....	.....	.....	
126011	Phillipp Junction (n. o.) and Phillipp.	.....do	5.41	.....	231.27	6	.....	.....	.....	.....	Agreement.
126012	Greenwood and Peete.....	Illinois Central R. R. Co.....	18.22	42.75	778.90	6	.....	.....	.....	.....	
126013	Hattiesburg and Gulfport..	Gulf and Ship Island R. R. Co.	70.50	.....	1,400.00	6	.....	.....	.....	.....	Do.
126014	Columbus and Starkville....	Mobile and Ohio R. R. Co ...	25.52	55.58	1,418.40	21	.....	.....	.....	.....	
126015	Vacant.										
126016	Meridian, Miss., and New Orleans, La.	New Orleans and Northeastern R. R. Co.	196.23	149.63	29,361.89	14	.....	.....	.....	.....	
126017	Clarksdale and Minter City .	Yazoo and Mississippi Valley R. R. Co.	39.85	43.61	1,737.85	6	.....	.....	.....	.....	
126018	Jackson and Greenwood	Illinois Central R. R. Co	98.14	71.82	7,048.41	7	.....	.....	.....	.....	
126019	Memphis, Tenn., and New Orleans, La.	Yazoo and Mississippi Valley R. R. Co.	457.11	144.50	66,052.39	28	.....	.....	.....	.....	
126020	Leland and Huntington	.....do	22.08	56.43	1,245.97	11.60	.....	.....	.....	.....	

		[illegible]	3,221.06		433,087.86				33,966.10		
	TENNESSEE.										
127001	Nashville and Lebanon	Nashville, Chattanooga and St. Louis Rwy.	31.40	114.57	3,597.49	12					
127002	Bristol and Chattanooga	Southern Rwy. Co	242.08	219.74	53,194.65	20.08	241.80	50.00	12,090.00	2 lines 40 feet.	
127003	Rogersville and Bulls Gap	do	16.23	52.16	846.55	6					
127004	Nashville and Chattanooga	Nashville, Chattanooga and St. Louis Rwy.	151.15	319.77	48,333.23	22.15	151.15	50.00	7,557.50	2 lines 40 feet.	
127005	Vacant.										
127006	Nashville, Tenn., and Decatur, Ala. / Decatur and Montgomery, Ala.	Louisville and Nashville R. R. Co.	121.80 / 182.37	228.29 / 182.63	61,111.95	18.52	304.17	25.00	7,604.25	1 line 40 feet.	Nonland grant. / Land grant.
127007	Nashville and Hickman	Nashville, Chattanooga and St. Louis Rwy.	168.62	164.16	27,680.65	18.85					
127008	Knoxville and Jellico	Southern Rwy. Co	65.43	133.38	8,727.05	17.42					
127009	Vacant.										
127010	Tracy City and Cowan	Nashville, Chattanooga and St. Louis Rwy.	19.97	45.32	905.04	18					
127011	Ooltewah and Cohutta	Southern Rwy. Co	11.83	153.90	1,820.63	19					
127012	Pikeville, Tenn., and Bridgeport, Ala.	Nashville, Chattanooga and St. Louis Rwy.	57.57	55.58	3,199.74	6.99					
127013	Tullahoma and Bonair	do	68.96	70.97	4,894.09	11.27					
127014	Knoxville and Maryville	Knoxville and Augusta R. R. Co.	17.00	42.75	726.75	6					
127015	Columbia and Decherd	Nashville, Chattanooga and St. Louis Rwy.	87.06	69.26	6,029.77	13.26					
127016	Dickson and Mannie	do	62.90	64.98	4,087.24	6					
127017	Columbia, Tenn., and Sheffield, Ala.	Nashville, Florence and Sheffield Rwy. Co.	86.30	69.26	5,977.13	6					
127018	Johnson City, Tenn., and Cranberry, N. C.	East Tennessee and Western North Carolina R. R. Co.	34.43	48.74	1,678.11	6					
127019	Moscow and Somerville	Memphis and Charleston R. R. Co.	13.55	42.75	579.26	6					
127020	Wartrace and Shelbyville	Nashville, Chattanooga and St. Louis Rwy.	8.37	58.14	486.63	12					
127021	Morristown and Carrytown.	Morristown and Cumberland Gap R. R. Co.	39.93	47.03	1,877.90	7					
127022	Harriman Junction (n. o.) and Clinton.	Southern Rwy. Co	30.73	124.24	4,125.19	14					
127023	Vacant.										
127024	Clarksville, Tenn., and Gracy, Ky.	Louisville and Nashville R. R. Co.	35.35	42.75	1,511.21	6					
127025	Vacany,										
127026	Gallatin, Tenn., and Scottsville, Ky.	Chesapeake and Nashville Rwy. Co.	36.72	51.30	1,883.73	6					

C.—*Railroad Mail Service and railway post-office cars as in operation June 30, 1897*—Continued.

Number of route.	State and termini.	Title of company.	Length of route.	Pay per mile for transportation.	Annual rate of pay for transportation.	Average number of trips per week.	Authorized mileage, railway post-office cars.	Pay per mile for railway post-office cars.	Annual rate of pay for railway post-office cars.	Lines of railway post-office cars authorized.	Remarks.
	TENNESSEE—continued.		*Miles.*	*Dollars.*	*Dollars.*		*Miles.*	*Dollars.*	*Dollars.*		
127027	Memphis and Perryville	Nashville, Chattanooga and St. Louis Rwy.	134.60	77.81	10,473.22	6					
127028	Vacant.										
127029	Lebanon and Monterey	Nashville and Knoxville R. R. Co.	79.17	75.24	5,956.75	6					
127030	Knoxville, Tenn., and Middlesboro, Ky.	Knoxville, Cumberland Gap, and Louisville Rwy. Co.	69.81	58.14	4,058.75	12.28					
127031	Junction (n.o.) and Carthage	Nashville and Knoxville R. R. Co.	8.60	42.75	367.65	6					
127032	Johnson City and Chestoa	Ohio River and Charleston Rwy. Co.	21.26	42.75	908.87	6					
127033	Vacant.										
127034	Knoxville, Tenn., and Blueridge, Ga.	Atlanta, Knoxville and Northern Rwy. Co.	122.02	62.42	7,616.48	7					
127035	Vacant.										
127036	Vacant.										
127037	Johnson City and Embreville.	Southern Rwy. Co	13.82	42.75	590.80	6					
127038	Rogana and Hartsville	Middle and East Tennessee Central R. R. Co.	12.54	42.75	536.08	6					
127039	Athens and Tellico Plains	Nashville, Tellico and Charleston Rwy. Co.	23.77	42.75	1,016.16	6					
127040	Vacant.										
127041	Hematite (n. o.) and Pond (n. o.)	Louisville and Nashville R. R. Co.	30.73	42.75	1,313.70	6					
127042	Vanleer and Cumberland Furnace.	.....do	6.06	42.75	259.06	6					
127043	Vacant.										
127044	Vacant.										
127045	Vacant.										
127046	Harriman and Petros	Harriman and Northeastern R. R. Co.	22.34	42.75	955.03	6					
127047	Vacant.										
127048	Vacant.										
			2,134.47		277,326.84				27,251.75		

129001	Elkton and Guthrie	Louisville and Nashville R. R. Co.	12.04	55.58	669.18	15.50					
129002	Cincinnati, Ohio, and Livingston, Ky.	do	154.46	159.86	24,696.60	13.36					
129003	Lagrange and Lexington	do	67.12	123.12	8,263.81	19					
129004	Cincinnati, Ohio, and Nashville, Tenn.	do	296.63	419.81	125,367.86	28.05	298.63	80.00	23,890.40	2 lines 50 feet.	
129005	Richardson and Myrtle	Chesapeake and Ohio Rwy. Co.	8.39		358.67	6					Agreement.
129006	Bardstown Junction and Springfield.	Louisville and Nashville R. R. Co.	37.36	68.40	2,555.42	12					
129007	Lebanon Junction, Ky., and Jellico, Tenn.	do	171.37	155.61	26,666.88	15.05					
129008	Bowling Green, Ky., and Memphis, Tenn.	do	263.37	247.10	65,202.27	16.36	263.59	55.00	14,497.45	1 line 45 feet; 1 line 40 feet.	
129009	Louisville, Ky., and Memphis, Tenn.	Illinois Central R. R. Co.	393.53	164.16	64,601.88	17.39					
129010	Cecilian and Hodgensville	do	17.43	45.22	789.92	22.03					
129011	Glasgow Junction and Glasgow.	Louisville and Nashville R. R. Co.	10.97	70.11	769.10	13					
129012	Anchorage and Shelbyville	do	19.64	62.42	1,225.92	12					
129013	Webbville and Greenup	Eastern Kentucky Rwy. Co.	36.73	51.80	1,884.24	6.71					
129014	Owensboro and Adairville	Louisville and Nashville R. R. Co.	85.78	66.69	5,720.66	11.95					
129015	Maysville and Lexington	do	68.81	76.10	5,236.44	14.51					
129016	Lexington and Ashland	Chesapeake and Ohio Rwy. Co.	123.70	131.67	16,287.57	17.66					
129017	Cincinnati Junction (n. o.) and Louisville.	Louisville and Nashville R. R. Co.	1.71	112.01	191.53	18					
129018	Vacant.										
129019	Johnson Junction and Hillsboro.	Covington, Flemingsburg and Ashland Rwy. Co.	17.12	44.46	761.15	11.69					
129020	Cincinnati, Ohio, and Chattanooga, Tenn.	Cincinnati, New Orleans and Texas Pacific Rwy. Co.	337.90	309.51	104,583.42	20.39	337.90	80.00	27,032.00	2 lines 50 feet.	
129021	Vacant.										
129022	Mount Sterling and Rothwell.	Chesapeake and Ohio Rwy. Co.	19.91	42.75	851.15	6					
129023	Louisville and Prospect	Louisville and Nashville R. R. Co.	11.74	42.75	501.88	15					
129024	Lebanon and Greensburg	do	31.66	64.98	2,057.26	6					
129025	Huntington, W. Va., and Cincinnati, Ohio.	Chesapeake and Ohio Rwy. Co.	161.31	305.24	49,238.26	27.48	160.90	80.00	12,872.00	2 lines 50 feet.	
129026	Shelbyville and Bloomfield	Louisville and Nashville R. R. Co.	27.77	53.01	1,472.08	12					
129027	Ashland and Peach Orchard	Chesapeake and Ohio Rwy. Co.	52.10	70.11	3,652.73	6					
129028	Vacant.										
129029	Georgetown and Versailles	Southern Rwy. Co	17.72	42.75	757.53	12					

C.—*Railroad Mail Service and railway post-office cars as in operation June 30, 1897*—Continued.

Number of route.	State and termini.	Title of company.	Length of route.	Pay per mile for transportation.	Annual rate of pay for transportation.	Average number of trips per week.	Authorized mileage railway post-office cars.	Pay per mile for railway post-office cars.	Annual rate of pay for railway post-office cars.	Lines of railway post-office cars authorized.	Remarks.
	KENTUCKY—continued.		*Miles.*	*Dollars.*	*Dollars.*		*Miles.*	*Dollars.*	*Dollars.*		
129030	Rowland and Richmond.....	Louisville and Nashville R. R. Co.	34.17	52.16	1,782.30	6	.....	.....	.....	.....	
129031	Madisonville and Providence	.....do	16.73	43.61	729.59	6	.....	.....	.....	.....	
129032	Vacant.										
129033	Vacant.										
129034	Evansville, Ind., and Hopkinsville, Ky.	Ohio Valley Rwy. Co.....	130.65	83.79	10,947.16	6.24	.....	.....	.....	.....	
129035	Morganfield and Uniontown.	.....do	6.94	42.75	296.68	12	.....	.....	.....	.....	
129036	Glasgow Junction and Mammoth Cave.	Mammoth Cave Rwy. Co....	9.15	42.75	391.16	12	.....	.....	.....	.....	
129037	Corbin, Ky., and Cumberland Gap, Tenn.	Louisville and Nashville R. R. Co.	47.58	134.24	6,387.13	13.47	.....	.....	.....	.....	
129038	Vacant.										
129039	Louisville and Lexington ...	Southern Rwy. Co.....	87.30	125.69	10,972.73	20.50	.....	.....	.....	.....	
129040	Louisville and Henderson...	Louisville, Henderson and St. Louis Rwy. Co.	143.10	116.28	14,630.17	13.50	.....	.....	.....	.....	20.80 miles, Louisville to West Point, lap over 129009, at $19.67 per mile.
129041	Frankfort and Paris.....	Kentucky Midland Rwy. Co.	41.58	45.32	1,884.40	10.82	.....	.....	.....	.....	
129042	Owensboro and Horse Branch.	Owensboro, Falls of Rough and Green River R. R. Co.	41.86	47.88	2,004.25	12	.....	.....	.....	.....	
129043	Lawrenceburg and Burgin ..	Southern Rwy. Co	26.32	74.39	1,957.94	13	.....	.....	.....	.....	
129044	Irvington and Fordsville....	Louisville, Henderson and Texas Rwy. Co.	41.12	43.61	1,793.24	6	.....	.....	.....	.....	
129045	Lexington and Jackson	Lexington and Eastern Rwy. Co.	93.77	72.68	6,815.20	7	.....	.....	.....	.....	
129046	Dempster Junction (n. o.) and Falls of Rough.	Louisville, Henderson and St. Louis Rwy. Co.	4.64	42.75	198.36	12	.....	.....	.....	.....	
129047	Paducah and Lexington.....	Nashville, Chattanooga and St. Louis Rwy.	119.77	94.06	11,264.36	9.06	.....	.....	.....	.....	
129048	Versailles and Irvine.....	Richmond, Nicholasville, Irvine and Beattyville R. R. Co.	62.97	53.87	3,392.19	6.85	.....	.....	.....	.....	
129049	Vacant.										
129050	Vacant.										
129051	Garrison and Carter.....	Chesapeake and Ohio Rwy. Co.	19.84	42.75	848.16	6	.....	.....	.....	.....	

129064	Vacant.												
129065	Vacant.												
129066	Jolliee and Haley	Jolliee, Birdseye and Northern Rwy. Co.	7.50	42.75	320.62	7							
129067	Vacant.												
129068	Beattyville and Beattyville Junction (n. o.).	Beattyville and Cumberland Gap R. R. Co.	6.45	42.75	275.73	12							
129069	Evansville, Ind., and Nashville, Tenn.	Louisville and Nashville R. R. Co.	127.30	316.35	40,761.85	23.97	137.30	50.00	7,865.00	2 lines 40 feet			
			3,547.51		641,016.63				86,156.85				
	OHIO.												
131001	Bellaire and Columbus	Baltimore and Ohio R. R. Co.	136.76	291.86	39,873.74	33.86							
131002	Pittsburg, Pa., and Chicago, Ill.	Pennsylvania Co	466.63	737.32	354,902.87	30.24	468.63	215.00	100,755.45	3 lines 60 feet; 1 line 50 feet; 1 line 40 feet.			
131003	Pittsburg, Pa., and Bellaire, Ohio.	....do	94.85	192.33	18,247.24	27.32							
131004	Hudson and Columbus	Cleveland, Akron and Columbus Rwy. Co.	145.20	129.11	18,746.77	23.60							
131005	Cleveland and Leavittsburg.	Erie R. R. Co.	50.05	247.95	12,409.89	40							
131006	Cleveland and Wellsville	Pennsylvania Co	101.25	259.07	26,230.83	29.59							
131007	Elyria and Millbury	Lake Shore and Michigan Southern Rwy. Co.	75.08	2,036.61	152,908.67	35	74.20	325.00	24,115.00	6½ lines 60 feet.			
131008	Bayard and New Philadelphia.	Pennsylvania Co	22.48	76.10	2,471.72	12							
131009	Cleveland and Zanesville	Cleveland, Canton and Southern R. R. Co.	144.18	109.44	15,779.05	16.12							
131010	Sandusky and Newark	Baltimore and Ohio R. R. Co.	116.15	269.33	31,282.67	16.48							
131011	Xenia, Ohio, and Richmond, Ind.	Pittsburg, Cincinnati, Chicago and St. Louis Rwy. Co.	57.57	219.74	12,650.43	29.02	57.57	70.00	4,029.90	1 line 60 feet; ½ line 50 feet.			
131012	Springfield and Sandusky	Cleveland, Cincinnati, Chicago and St. Louis Rwy. Co.	131.90	122.98	16,241.33	15.48							
							79.80	175.00	23,315.00	3 lines 60 feet; 1 line 40 feet.			Cleveland to Galion.
131013	Cleveland and Cincinnati	....do	203.30	493.24	129,893.43	27.82	183.50	100.00		2 lines 60 feet.			
							54.65	170.00		3 lines 60 feet; ½ line 50 feet.			Galion to Cincinnati. Columbus to Xenia.
							61.93	100.00	15,766.50	2 lines 60 feet.			
131014	Columbus and Cincinnati	Pittsburg, Cincinnati, Chicago and St. Louis Rwy. Co.	119.43	475.38	56,796.40	35.06	119.54	245.00		4 lines 60 feet; ½ line 50 feet; ½ line 40 feet.			Xenia to Cincinnati. Columbus to Richmond.
							68.21	815.00	50,773.45	5 lines 60 feet; 1 line 50 feet; 1 line 40 feet.			
131015	Columbus, Ohio, and Indianapolis, Ind.	....do	187.75	1,020.02	191,508.75	37.37	203.30	100.00	20,320.00	1 line 60 feet; 2 lines 40 feet			Richmond to Indianapolis.
131016	Galion, Ohio, and Indianapolis, Ind.	Cleveland, Cincinnati, Chicago and St. Louis Rwy. Co.	203.53	356.54	72,566.58	10.69							
131017	Blanchester and Hillsboro	Baltimore and Ohio Southwestern Rwy. Co.	21.81	80.37	1,752.86	21.50							

C.—*Railroad Mail Service and railway post-office cars as in operation June 30, 1897*—Continued.

Number of route.	State and termini.	Title and company.	Length of route.	Pay per mile for transportation.	Annual rate of pay for transportation.	Average number of trips per week.	Authorized mileage, railway post-office cars.	Pay per mile for railway post-office cars.	Annual rate of pay for railway post-office cars.	Lines of railway post-office cars authorized.	Remarks.
	OHIO—continued.		*Miles.*	*Dollars.*	*Dollars.*		*Miles.*	*Dollars.*	*Dollars.*		
131018	Portsmouth and Hamden Junction.	Baltimore and Ohio Southwestern Rwy. Co.	56.36	58.14	3,276.77	12	.....	.....	.....	.....	
131019	Toledo, Ohio, and East St. Louis, Ill.	Wabash R. R. Co.....	433.88	453.15	196,612.72	26.45	203.71 230.17	140.00 165.00	66,497.45	2 lines 60 feet; 1 line 50 feet. 2 lines 60 feet; 1 line 50 feet; 1 line 40 feet.	Toledo to Lafayette. Lafayette to East St. Louis.
131020	Sandusky, Ohio, and Peoria, Ill.	Lake Erie and Western R. R. Co.	415.64	97.47	40,512.43	15.06	.....	.....	.....	.....	
131021	Carey and Findlay	Cleveland, Cincinnati, Chicago and St. Louis Rwy. Co.	15.64	42.75	668.61	15	.....	.....	.....	.....	
131022	Dayton, Ohio, and Union City, Ind.	Dayton and Union R. R. Co.	47.18	91.49	4,316.49	18.50	.....	.....	.....	.....	
131023	Dayton and Toledo.....	Dayton and Michigan R. R. Co.	143.00	300.11	42,915.73	80.89	143.00	85.00	12,155.00	1 line 55 feet; 1 line 50 feet.	
131024	Hamilton, Ohio, and Indianapolis, Ind.	Cincinnati, Hamilton and Indianapolis R. R. Co.	98.90	227.64	22,513.59	33.57	98.90	25.00	2,472.50	1 line 40 feet.	
131025	Cincinnati, Ohio, and Chicago, Ill.	Pittsburg, Cincinnati, Chicago and St. Louis Rwy. Co.	312.69	220.17	68,844.96	24.14	312.69	25.00	7,817.25	1 line 40 feet.	
131026	Cincinnati and Dayton.....	Cincinnati, Hamilton and Dayton Rwy. Co.	59.09	365.93	21,622.79	73.74	25.39 33.70	110.00 85.00	5,657.40	1 line 55 feet; 1 line 50 feet; 1 line 40 feet. 1 line 55 feet; 1 line 50 feet.	Cincinnati to Hamilton. Hamilton to Dayton.
131027	Xenia and Springfield.....	Pittsburg, Cincinnati, Chicago and St. Louis Rwy. Co.	19.37	88.92	1,722.38	16.56	.....	.....	.....	.....	
131028	Cincinnati, Ohio, and Parkersburg, W. Va.	Baltimore and Ohio Southwestern Rwy. Co.	195.63	630.99	123,440.57	32.92	195.30	150.00	29,295.00	3 line 60 feet.	
131029	Morrow and Trinway.....	Cincinnati and Muskigum Valley Rwy. Co.	148.73	96.62	14,370.29	16.16	.....	.....	.....	.....	
131030	Adrian, Mich., and Lima, Ohio.	Lima Northern Rwy. Co....	88.82	.....	3,797.05	6	.....	.....	.....	.....	Agreement.
131031	Vacant.										
131032	Pittsburg, Pa., and Columbus, Ohio.	Pittsburg, Cincinnati, Chicago and St. Louis Rwy. Co.	190.77	1,239.75	236,507.10	49.17	190.77	415.00	79,169.55	7 lines 60 feet; 1 line 50 feet; 1 line 40 feet.	
131033	Vacant.										

131036	Columbus and Athens	Columbus, Hocking Valley and Toledo Rwy. Co.	76.58	133.38	10,214.24	20.15					
131037	Niles and Lisbon	Erie R. R. Co	34.02	76.10	2,588.92	12					
131038	Newark and Shawnee	Baltimore and Ohio R. R. Co.	44.12	53.87	2,376.74	12					
131039	Delphos and Dayton	Cincinnati, Hamilton and Dayton Rwy. Co.	93.90	66.69	6,262.19	6					
131040	Marietta and Valley Junction (n. o.).	Cleveland and Marietta Rwy. Co.	111.38	81.23	9,047.39	10.14					
131041	Cleveland and Bridgeport	Cleveland, Lorain and Wheeling Rwy. Co.	162.01	108.59	17,592.66	18.51					
131042	Delaware and Springfield	Cleveland, Cincinnati, Chicago and St. Louis, Rwy. Co.	50.38	65.84	3,317.01	12.32					
131043	Mansfield and Toledo	Pennsylvania Co	85.63	130.82	11,202.11	19					
131044	Ashtabula, Ohio, and Mahoningtown, Pa.	....do	78.50	86.36	6,779.26	13.60					
131045	Toledo, Ohio, and Elkhart, Ind.	Lake Shore and Michigan Southern Rwy. Co.	133.30	839.61	111,920.01	37.36	133.30	175. 0	23,327.50	3½ line 60 feet.	
131046	Painesville and Youngstown	Pittsburg and Western Rwy. Co.	61.59	53.01	2,514.92	7.16					15.39 miles, Warren to Youngstown, lap over 131076, at $4.28 per mile.
131047	Chicago, Ohio, and Chicago, Ill.	Baltimore and Ohio R. R. Co.	278.83	382.19	106,566.03	29.32	278.65	50.00	13,932.50	1 line 60 feet.	
131048	Lore City and Cumberland	Eastern Ohio R. R. Co.	19.36	42.75	827.64	12					
131049	Marietta, Ohio, and Parkersburg, W. Va.	Baltimore and Ohio Southwestern Rwy. Co.	13.84	107.73	1,490.98	27					
131050	Deshler and Findlay	Columbus, Findlay and Northern Rwy.	18.71	44.46	831.84	21.50					
131051	Columbus, Ohio, and Kenova, W. Va.	Norfolk and Western Rwy. Co.	139.03	141.93	19,732.52	20					
131052	Cincinnati and Portsmouth	Cincinnati, Portsmouth and Virginia R. R. Co.	106.94	83.79	8,960.50	12					
131053	Columbus and Toledo	Columbus, Hocking Valley and Toledo Rwy. Co.	122.70	136.80	16,785.36	21.28					
131054	Dayton and Ironton	Cincinnati, Hamilton and Dayton Rwy. Co.	168.96	66.69	11,267.94	10.09					
131055	Toledo and Thurston	Toledo and Ohio Central Rwy. Co.	148.17	77.81	11,529.10	12.11					
131056	St. Clairsville and Steel	Baltimore and Ohio R. R. Co.	6.93	47.03	325.91	12					
131057	Springfield, Ohio, and Indianapolis, Ind.	Cleveland, Cincinnati Chicago and St. Louis Rwy. Co.	140.09	114.57	16,050.11	12					
131058	Wellston and Springfield	Ohio Southern R. R. Co	118.42	57.29	6,784.28	9.10					
131059	College Hill Junction (n. o.) and Mount Healthy.	Cincinnati Northwestern Rwy. Co.	7.07	42.75	302.24	12					

C.—*Railroad Mail Service and railway post office cars as in operation June 30, 1897*—Continued.

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	OHIO—continued.		*Miles.*	*Dollars.*	*Dollars.*		*Miles.*	*Dollars.*	*Dollars.*		
131060	Columbia and Georgetown..	Cincinnati, Georgetown and Portsmouth R. R. Co.	42.36	94.05	3,983.95	12.50	.....	.....	.....	.....	
131061	Toledo, Ohio, and East St. Louis, Ill.	Toledo, St. Louis and Kansas City R. R. Co.	450.10	93.20	41,949.32	15.75	.....	.....	.....	.....	
131062	Andover and Youngstown..	Lake Shore and Michigan Southern Rwy. Co.	39.15	123.98	4,853.81	19	.....	.....	.....	.....	
131063	Bellaire and Zanesville.....	Bellaire, Zanesville, and Cincinnati Rwy. Co.	112.44	71.82	8,075.44	11.08	.....	.....	.....	.....	
131064	Stewarts Junction (n. o.) and Sharpsburg.	Toledo and Ohio Central Extension R. R. Co.	8.50	42.75	363.37	9.64	.....	.....	.....	.....	
131065	Lodi and Wooster.....	Baltimore and Ohio R. R. Co.	19.09	42.75	816.09	6	.....	.....	.....	.....	
131066	Hillsboro and Sardinia.....	Hillsboro R. R. Co.....	19.42	42.75	830.20	6	.....	.....	.....	.....	
131067	Alliance and Berghobz.....	Lake Erie, Alliance and Southern Rwy. Co.	36.20	50.45	1,826.29	6	.....	.....	.....	.....	
131068	Columbus and Corning.....	Toledo and Ohio Central Rwy. Co.	65.33	118.85	7,764.47	15	.....	.....	.....	.....	
131069	Columbus and Zanesville...	Columbus, Sandusky and Hocking R. R. Co.	67.66	74.39	3,531.23	10.44	.....	.....	.....	.....	23.80 miles, Alum Creek Junction (n. o.) and Thurston, lap service over 131068, at $16.24 per mile; 2.76 miles, South Zanesville to Zanesville, lap service over 131029, at $31.63 per mile.
131070	Tontogany and North Baltimore.	Bowling Green R. R. Co.....	19.72	44.46	876.75	21	.....	.....	.....	.....	
131071	Vacant.										
131072	Edison and Mount Gilead...	Cleveland, Cincinnati, Chicago and St. Louis Rwy. Co.	2.67	49.59	132.40	24	.....	.....	.....	.....	
131073	Cleveland and Zoar Station..	Cleveland Terminal and Valley R. R. Co.	77.18	128.25	9,898.33	23.70	.....	.....	.....	.....	
131074	Logan and Pomeroy.....	Columbus, Hocking Valley and Toledo Rwy. Co.	83.98	102.60	8,616.34	12	.....	.....	.....	.....	
131075	Addison, Mich., and Franklin, Ohio.	Cincinnati, Jackson and Mackinaw Rwy. Co.	187.81	84.65	15,898.11	12.36	.....	.....	.....	.....	

131076	Akron, Ohio, and Newcastle Junction (n. o.) Pa.	Pittsburg and Western Rwy. Co.	80.00	225.72	18,057.60	19.50	80.00	50.00	4,000.00	1 line 60 feet..	
131077	Nelsonville and New Straitsville.	Columbus, Hocking Valley and Toledo Rwy. Co.	19.80	53.01	1,049.59	12.78					
131078	Cincinnati and Lebanon	Cincinnati, Lebanon and Northern Rwy. Co.	31.22	76.10	2,375.84	19.08					
131079	Glenwillow and Chagrin Falls.	Cleveland, Canton and Southern R. R. Co.	8.34	50.45	420.75	18					
131080	Toledo and Steubenville	Wheeling and Lake Erie Rwy. Co.	224.12	76.10	17,055.58	7.90					
131081	Vacant.										
131082	St. Mary and Minster	Lake Erie and Western R. R. Co.	10.90	42.75	465.97	12					
131083	Means and Cadis.....	Pittsburg, Cincinnati, Chicago and St. Louis Rwy. Co.	8.17	74.39	607.76	27					
131084	Logan and New Straitsville.	Columbus, Hocking Valley and Toledo Rwy. Co.	13.21	60.71	801.97	12					
131085	Fultonham and Buckeye Cottage.	Columbus, Sandusky and Hocking R. R. Co.	4.88	65.84	321.29	12					
131086	Alliance and Niles.....	Pennsylvania Co.....	27.68	61.56	1,703.98	12					
131087	Lancaster Junction (n. o.) and South Bloomingville.	Columbus, Lancaster and Wellston Rwy. Co.	21.03	.....	650.00	6					Agreement.
131088	Corning and Gallipolis.....	Kanawha and Michigan Rwy. Co.	73.18	85.50	6,256.89	13.39					
131089	Cleveland, Ohio, and Chicago, Ill.	New York, Chicago and St. Louis R. R. Co.	338.47	88.07	29,809.05	14.16					
131090	Marion, Ohio, and Chicago, Ill.	Chicago and Erie R. R. Co..	270.88	192.88	52,015.70	15.08	269.67	50.00	13,483.50	1 line 60 feet..	
131091	Toledo and Columbus	Toledo and Ohio Central R. R. Co.	132.16	128.25	16,949.52	25.65					
131092	Canton and Sherodsville	Cleveland, Canton and Southern R. R. Co.	48.25	61.56	2,970.27	15.25					
131093	New Galilee, Pa., and Lisbon, Ohio.	Pittsburg, Lisbon and Western Rwy.	25.24	65.84	1,661.80	12					
131094	Columbus and Midland.....	Baltimore and Ohio R. R. Co.	71.36	199.22	14,216.33	23.50					
131095	Buffalo, N. Y., and Elyria, Ohio.	Lake Shore and Michigan Southern Rwy. Co.	208.10	1,756.17	948,331.80	41.75	208.10	400.00	165,075.00	8 lines 60 feet..	
	Elyria and Millburg		79.80				79.80	75.00		1¼ lines 60 feet.	
	Millburg and Toledo.....		8.10				8.10	400.00		8 lines 60 feet..	
	Toledo, Ohio, and Elkhart, Ind.		142.80				142.80	225.00		4½ lines 60 feet.	
	Elkhart, Ind., and Chicago, Ill.		101.20				101.20	400.00		8 lines 60 feet..	
131096	Marietta and Stewart Junction (n. o.).	Toledo and Ohio Central Extension R. R. Co.	26.27	43.61	1,145.63	12					
131097	St. Clairsville and Barton....	St. Clairsville and Northern Rwy.	4.42	42.75	188.95	9					
131098	Salem and Washingtonville.	Salem R. R.....	7.93	42.75	339.00	12					
131099	Adelphi and Kingston	Marietta, Hocking and Northern Rwy. Co.	10.98	42.75	469.39	12					

C.—*Railroad Mail Service and railway post-office cars as in operation June 30, 1897*—Continued.

Number of route.	State and termini.	Title of company.	Length of route.	Pay per mile for transportation.	Annual rate of pay for transportation.	Average number of trips per week.	Authorized mileage, railway post-office cars.	Pay per mile for railway post-office cars.	Annual rate of pay for railway post-office cars.	Lines of railway post-office cars authorized.	Remarks.
	OHIO—continued.		*Miles.*	*Dollars.*	*Dollars.*		*Miles.*	*Dollars.*	*Dollars.*		
131100	Zanesville and Marietta	Zanesville and Ohio River Rwy. Co.	75.16	87.21	6,554.70	12	.....	.....	.....	.....	
131101	Vacant.										
131102	Killbuck and Trinway	Cleveland, Akron and Columbus Rwy. Co.	34.12	42.75	1,458.63	6	.....	.....	.....	.....	
131103	Muskingum (n. o.) and Dillon.	Columbus, Sandusky and Hocking R. R. Co.	8.57	42.75	366.36	6	.....	.....	.....	.....	
131104	Brighton Station (n. o.) and Westwood R. R. Station (n. o.).	Cincinnati and Westwood R. R. Co.	5.00	42.75	213.75	12	.....	.....	.....	.....	
131105	Findlay, Ohio, and Fort Wayne, Ind.	Findlay, Fort Wayne and Western Rwy. Co.	79.48	72.68	5,776.60	12	.....	.....	.....	.....	
131106	Blatchford and Brush Fork Junction (n. o.).	Columbus, Hocking Valley and Toledo Rwy. Co.	2.63	42.75	112.43	14.42	.....	.....	.....	.....	
131107	Loudonville Junction (n. o.) and Coshocton.	Pennsylvania Co.	45.34	50.45	2,287.40	6	.....	.....	.....	.....	
131108	Hamilton and Middletown	Cincinnati and Dayton Rwy. Co.	14.60	42.75	624.15	12	.....	.....	.....	.....	
131109	Buckeye Cottage and Shawnee.	Columbus, Sandusky and Hocking R. R. Co.	30.96	60.71	1,879.58	12	.....	.....	.....	.....	
131110	Sayre and Oscar	.....do	11.11	42.75	474.95	6	.....	.....	.....	.....	
131111	Vacant.										
131112	Vacant.										
131113	Akron and Delphos	Lake Erie and Western R. R. Co.	162.02	64.98	10,528.05	6	.....	.....	.....	.....	
131114	Vacant.										
131115	Amesville and Palus (n. o.)	Toledo and Ohio Central Extension R. R. Co.	12.13	53.01	643.01	12	.....	.....	.....	.....	
131116	Akron and Chicago	Baltimore and Ohio R. R. Co	75.38	235.98	16,303.89	20	75.20	50.00	3,760.00	1 line 60 feet	14 miles, Akron to Warwick, lap over 131004, at $129.96 per mile.
131117	Warrenton and Martins Ferry.	Wheeling and Lake Erie Rwy. Co.	7.68	74.39	571.31	12	.....	.....	.....	.....	
131118	Vacant.										
131119	Vacant.										
131120	Vacant.										

131121	Sandusky and Columbus ...	Columbus, Sandusky and Hocking R. R. Co.	110.30	66.69	7,355.90	13.08	.....	.....	.....	
131122	Vacant.									
131123	Lima and Lima Junction (n. o.).	Ohio Southern R. R. Co	67.70	59.85	4,051.84	6	.....	.....	.....	.....
131124	Vacant.									
131125	Vacant.									
131126	Vacant.									
131127	Vacant.									
131128	Vacant.									
131129	Vacant.									
131130	Vacant.									
131131	Vacant.									
131132	Vacant.									
131133	Vacant.									
131134	Vacant.									
131135	Vacant.									
131136	Vacant.									
131137	Vacant.									
131138	Lorain and Lester (n. o.)	Cleveland, Lorain and Wheeling Rwy. Co.	24.47	42.75	1,046.09	13.86	.....	.....	.....	.....
131139	Pymatuning (n. o.), Pa., and Leavittsburg, Ohio.	Erie R. R. Co.....	28.25	46.17	1,304.30	12.72	.....	.....	.....	.....
131140	Vacant.									
131141	Vacant.									
131142	Middletown and Hagerman Station (n. o.).	Middletown and Cincinnati R. R. Co.	11.91	42.75	509.15	9.68	.....	.....	.....	.....
131143	Phalanx Station and Alliance.	Alliance and Northern R. R. Co.	25.84	76.10	1,966.42	12	.....	.....	.....	.....
131144	Vacant.									
131145	Franklin and Cincinnati....	Cincinnati, Jackson and Mackinaw Rwy. Co.	41.08	.....	.....	18.50	.....	.....	.....	Agreement. Lap over 131013, 131142, and 131078.
131146	Coalgate and Snow Fork Junction (n. o.).	Columbus, Hocking Valley and Toledo Rwy. Co.	8.49	42.75	362.94	6	.....	.....	.....	.....
			11,308.68		3,697,224.46				690,492.95	
	INDIANA.									
133001	Indianapolis and Vincennes.	Pennsylvania Co.....	117.87	101.75	11,993.27	13	.....	.....	.....	.....
133002	Indianapolis, Ind., and East St. Louis, Ill.	Terre Haute and Indianapolis R. R. Co.	238.39	1,004.63	239,694.67	58.09	238.59	315.00	75,155.85	5 lines 60 feet; 1 line 50 feet; 1 line 40 feet.
133003	Cincinnati, Ohio, and Kankakee, Ill.	Cleveland, Cincinnati, Chicago and St. Louis Rwy. Co.	250.28	476.03	119,140.79	33.02	249.60	125.00	31,200.00	2 lines 60 feet; 1 line 40 feet.
133004	Indianapolis and Michigan City.	Lake Erie and Western R. R. Co.	161.31	91.49	14,758.25	15.20	.....	.....	.....	.....
133005	Vacant.									
133006	Columbus and Madison	Pittsburg, Cincinnati, Chicago and St. Louis Rwy. Co.	45.87	88.07	3,995.73	13	.....	.....	.....	.....

C.—*Railroad Mail Service and railway post-office cars as in operation June 30, 1897*—Continued.

Number of route.	State and termini.	Title of company.	Length of route.	Pay per mile for transportation.	Annual rate of pay for transportation.	Average number of trips per week.	Authorized mileage, railway post-office cars.	Pay per mile for railway post-office cars.	Annual rate of pay for railway post-office cars.	Lines of railway post-office cars authorized.	Remarks.
	INDIANA—continued.		*Miles.*	*Dollars.*	*Dollars.*		*Miles.*	*Dollars.*	*Dollars.*		
133007	Louisville, Ky., and Indianapolis, Ind.	Pittsburg, Cincinnati, Chicago and St. Louis Rwy. Co.	111.44	199.22	22,201.07	29.20	.....	.....	.....	.....	
133008	Louisville Junction (n. o.), Ind., and Chicago, Ill.	Louisville, New Albany and Chicago Rwy. Co.	317.20	218.03	69,159.11	15.34	228.60 88.60	25.00 50.00	10,145.00	1 line 40 feet; 2 lines 40 feet.	Louisville Junction (n. o.) to Monon; Monon to Chicago.
133009	Vacant.										
133010	Cincinnati, Ohio, and East St. Louis, Ill.	Baltimore and Ohio Southwestern Rwy. Co.	338.95	545.49	184,893.83	33.15	338.95	150.00	50,842.50	3 lines 60 feet.	
133011	Cambridge City and Columbus.	Pittsburg, Cincinnati, Chicago and St. Louis Rwy. Co.	63.51	78.66	4,995.69	6	.....	.....	.....	.....	
133012	Evansville and Terre Haute.	Evansville and Terre Haute R. R. Co.	109.00	243.68	26,561.12	26	109.00	40.00	4,360.00	1 line 50 feet.	
133013	Terre Haute, Ind., and St. Joseph, Mich.	Terre Haute and Indianapolis R R. Co.	222.98	132.53	29,551.53	13.62	.....	.....	.....	.....	
133014	Effner, Ill., and Logansport, Ind.	Pittsburg, Cincinnati, Chicago and St. Louis Rwy. Co.	60.97	118.85	7,246.28	19.43	.....	.....	.....	.....	
133015	Vacant.										
133016	Fairland and Martinsville...	Cleveland, Cincinnati, Chicago and St. Louis Rwy. Co.	38.25	43.61	1,668.08	6	.....	.....	.....	.....	
133017	Bradford, Ohio, and Logansport, Ind.	Pittsburg, Cincinnati, Chicago and St. Louis Rwy. Co.	114.52	152.19	17,428.79	26	.....	.....	.....	.....	
133018	Indianapolis, Ind., and Peoria, Ill.	Cleveland, Cincinnati, Chicago and St. Louis Rwy. Co.	211.47	198.36	41,947.18	23.30	211.47	25.00	5,286.75	1 line 40 feet.	
133019	Louisville, Ky., and North Vernon, Ind.	Baltimore and Ohio Southwestern Rwy. Co.	57.69	189.81	10,950.13	28.50	.....	.....	.....	.....	
133020	Fort Wayne and Connersville.	Lake Erie and Western R. R. Co.	109.81	97.47	10,703.18	13	.....	.....	.....	.....	
133021	Richmond and Fort Wayne..	Grand Rapids and Indiana Rwy. Co.	91.65	141.08	12,929.98	20	.....	.....	.....	.....	
133022	Benton Harbor, Mich., and North Vernon, Ind.	Cleveland, Cincinnati, Chicago and St. Louis Rwy. Co.	249.53	117.14	29,229.94	18.54	.....	.....	.....	.....	

133025	Indianapolis, Ind., and East St. Louis, Ill.	.....do	262.00	286.43	75,044.66	26.87	255.70 6.30	75.00 25.00	19,335.00	1 line 60 feet; 1 line 40 feet. 1 line 60 feet..	Indianapolis to Granite. Granite to East St. Louis.
133026	Vacant.											
133027	Detroit, Mich., and Chicago, Ill.	Wabash R. R. Co	271.63	126.54	34,372.06	18.71	.....	.....	.....	.....		
133028	Vacant.											
133029	Vacant.											
133030	Terre Haute and Evansville.	Evansville and Indianapolis R. R. Co.	138.12	76.95	10,628.33	8.80	.....	.....	.....	.....		
133031	Vacant.											
133032	Evansville and Jasper	Louisville, Evansville and St. Louis Consolidated R. R. Co.	54.37	130.83	7,112.68	18	.....	.....	.....	.....		
133033	Vacant.											
133034	Rockport and Rockport Junction (n. o.).	.....do	16.39	66.69	1,093.04	20	.....	.....	.....	.....		
133035	New Salisbury and Corydon.	Louisville, New Albany and Corydon R. R. Co.	8.07	60.71	489.92	19	.....	.....	.....	.....		
133036	Swits City and Bedford.....	Louisville, New Albany and Chicago Rwy. Co.	41.40	46.17	1,911.43	6	.....	.....	.....	.....		
133037	Anderson and Waveland....	Chicago and Southeastern Rwy. Co.	76.63	47.83	3,669.04	6	.....	.....	.....	.....		
133038	Indianapolis and Michigan City.	Louisville, New Albany and Chicago Rwy. Co.	154.49	167.58	25,889.42	12.77	94.90	25.00	2,372.50	line 40 feet..	Indianapolis to Monon.	
133039	Fort Branch and Mount Vernon.	Evansville and Terre Haute R. R. Co.	38.79	55.58	2,155.94	12	.....	.....	.....	.....		
133040	Chili and Logansport	Wabash R. R. Co	21.13	42.75	903.30	6	.....	.....	.....	.....		
133041	Stewartsville and New Harmony.	Peoria, Decatur and Evansville Rwy. Co.	7.39	45.33	334.91	12	.....	.....	.....	.....		
133042	Newcastle and Rushville ...	Lake Erie and Western R. R. Co.	25.04	67.55	1,691.45	12	.....	.....	.....	.....		
133043	Vacant.											
133044	Vacant.											
133045	Lawrenceburg Junction (n. o.) and Aurora.	Cleveland, Cincinnati, Chicago and St. Louis Rwy. Co.	6.50	42.75	277.87	20.40	.....	.....	.....	.....		
133046	Vacant.											
133047	Attica and Covington.....	Wabash R. R. Co.....	15.12	42.75	646.38	18	.....	.....	.....	.....		
133048	Louisville, Ky., and Mount Carmel, Ill.	Louisville, Evansville and St. Louis Consolidated R. R. Co.	122.14	176.99	21,617.55	17.63	.....	.....	.....	.....		
133049	Greensburg and Columbus..	Cleveland, Cincinnati, Chicago and St. Louis Rwy. Co.	26.69	44.46	1,186.63	9	.....	.....	.....	.....		
133050	Elnora and Westport	Evansville and Richmond R. R. Co.	102.12	64.13	6,548.95	6	.....	.....	.....	.....		

C.—*Railroad Mail Service and railway post-office cars as in operation June 30, 1897*—Continued.

Number of route.	State and termini.	Title of company.	Length of route.	Pay per mile for transportation.	Annual rate of pay for transportation.	Average number of trips per week.	Authorized mileage, railway post-office cars.	Pay per mile for railway post-office cars.	Annual rate of pay for railway post-office cars.	Lines of railway post-office cars authorized.	Remarks.
	INDIANA—continued.		*Miles.*	*Dollars.*	*Dollars.*		*Miles.*	*Dollars.*	*Dollars.*		
133051	Orleans and Frenchlick	Louisville, New Albany and Chicago Rwy. Co.	18.13	59.00	1,069.67	13					
133052	Lincoln City and Cannelton.	Louisville, Evansville and St. Louis Consolidated R. R. Co.	22.74	70.97	1,613.85	14.54					
133053	Brasil and Saline City	Evansville and Indianapolis R. R. Co.	12.42	42.75	530.95	6					
133054	Montpelier, Ohio, and Peru, Ind.	Wabash R. R. Co	99.40	80.37	7,988.77	13					
133055	Cambridge City, Ind., and Valley Junction (n. o.), Ohio.	Cleveland, Cincinnati, Chicago and St. Louis Rwy. Co.	63.76	66.69	4,252.15	12					
133056	Jeffersonville and Watson	Baltimore and Ohio Southwestern Rwy. Co.	7.25	44.46	322.33	18.50					
133057	Momence, Ill., and Brazil, Ind.	Chicago and Eastern Illinois R. R. Co.	131.19	68.40	8,973.39	6.11					
133058	Goshen, Ind., and Findley, Mich.	Lake Shore and Michigan Southern Rwy. Co.	36.58	62.42	2,283.32	12					
133059	North Vernon, Ind., and Louisville, Ky.	Cleveland, Cincinnati, Chicago and St. Louis Rwy. Co.	55.79	109.44	1,592.88	9.82					46.76 miles, North Vernon to Watson, lap over 133019, at $17.10 per mile; 5.70 miles, Watson to Jeffersonville, lap over 133056, at $75.24 per mile.
133060	Evansville and Newburg	Evansville, Suburban and Newburg Rwy. Co.	10.95	42.75	468.11	12					
133061	Waveland and Brazil	Chicago and Southeastern Rwy. Co.	32.99	42.75	979.80	6					10.49 miles, Waveland to Sandcreek (n.o.), lap over 133013, at $1.71 per mile.
133062	New Albany, Ind., and Louisville, Ky.	Pittsburg, Cincinnati, Chicago and St. Louis Rwy. Co.	6.37	68.40	435.70	54.92					
133063	Jeffersonville Junction (n.o.) and Jeffersonville.	do	1.85	44.46	82.25	25					
133064	Vacant.										

132065	Kokomo and Indianapolis	do	54.89	33.47	2,111.61	18.50					Lap over 132004.
132066	Vacant.										
132067	Brazil and Centerpoint	Terre Haute and Indianapolis R. R. Co.	10.95	42.75	468.11	6					
132068	Vacant.										
132069	Bedford and Oolitic	Bedford Belt Rwy. Co.	5.52		132.00	6					Agreement.
			4,869.19		1,087,927.07				198,697.60		
	ILLINOIS.										
135001	Chicago, Ill., and Milwaukee, Wis.	Chicago and Northwestern Rwy. Co.	85.00	446.31	37,936.35	46.02	85.00	80.00	6,800.00	2 lines 50 feet.	
135002	Chicago and Freeport	do	120.90	224.01	27,082.80	26.83	120.90	40.00	4,836.00	1 line 50 feet..	
							467.10	100.00		2 lines 60 feet.	Chicago, Ill., to Missouri Valley, Iowa.
135003	Chicago, Ill., and Cedar Rapids, Iowa.	do	219.40	452.30	197,112.34	26.96	21.40	140.00	49,832.00	1 line 50 feet; 2 lines 60 feet.	Missouri Valley to Council Bluffs.
	Cedar Rapids and Union Pacific Transfer (n. o.).		270.50	361.84			1.40	90.00		1 line 50 feet; 1 line 60 feet.	Council Bluffs to U. P. Transfer (n. o.). Land grant, Cedar Rapids to U. P. Transfer, 270.50 miles.
135004	Fox River Switch (n. o.), Ill., and Lake Geneva, Wis.	do	45.45	85.50	3,885.97	24.30					
135005	Rock Island and East St. Louis.	Chicago, Burlington and Quincy R. R. Co.	246.90	186.39	46,019.69	13.91	246.90	25.00	6,172.50	1 line 40 feet..	
135006	Sidell and Olney	Peoria, Decatur and Evansville Rwy. Co.	86.18	46.17	3,978.93	7.82					
135007	Chicago, Ill., and Burlington, Iowa.	Chicago, Burlington and Quincy R. R. Co.	205.82	1,399.64	288,073.90	50.12	162.44	300.00	59,577.00	6 lines 60 feet.	Chicago to Galesburg.
							43.38	250.00		5 lines 60 feet.	Galesburg, Ill., to Burlington, Iowa.
135008	Rushville and Yates City	do	63.36	107.73	6,825.77	12					
135009	Peoria and Rio	do	65.21	159.03	10,370.34	20.24					
135010	Galesburg and Quincy	do	100.58	336.87	33,882.38	33	100.17	90.00	9,015.30	1 line 50 feet and 1 line 60 feet.	
135011	Burlington, Iowa, and Quincy, Ill.	do	72.18	65.84	4,752.33	10.70					
135012	Streator and Aurora	do	60.52	129.11	7,813.73	12					
135013	Mendota and Fulton	do	66.12	82.94	5,483.99	9.15					
135014	Sterling and Shabbona	do	47.87	61.56	2,946.87	6					
135015	Chicago, Ill., and Davenport, Iowa.	Chicago, Rock Island and Pacific Rwy. Co.	182.78	390.74	71,419.45	38.30	182.66	100.00	18,266.00	2 lines 60 feet.	
135016	Bureau and Peoria	do	47.06	153.90	7,242.53	14					
135017	Chicago and East St. Louis	Chicago and Alton R. R. Co.	280.46	365.94	102,631.53	34.78	280.46	100.00	28,046.00	2 lines 60 feet.	
135018	Bloomington and Roodhouse	do	110.95	135.95	15,083.65	21.43					
135019	Washington and Dwight	do	68.10	53.87	3,668.54	9.10					

C.—*Railroad Mail Service and railway post-office cars as in operation June 30, 1897*—Continued.

Number of route.	State and termini.	Title of company.	Length of route.	Pay per mile for transportation.	Annual rate of pay for transportation.	Average number of trips per week.	Authorized mileage, railway post-office cars.	Pay per mile for railway post-office cars.	Annual rate of pay for railway post-office cars.	Lines of railway post-office cars authorized.	Remarks.
	ILLINOIS—continued.		*Miles.*	*Dollars.*	*Dollars.*		*Miles.*	*Dollars.*	*Dollars.*		
135020	Chicago and Cairo	Illinois Central R. R. Co	364.80	321.48	117,275.90	27.97	54.49 196.43 112.62	225.00 100.00 50.00	37,534.25	3 lines 40 and 3 lines 60 ft. 2 lines 40 and 1 line 60 feet. 1 line 60 feet.	Chicago (Central Station) to Kankakee. Kankakee to Centralia. Centralia to Cairo.
135021	Dubuque, Iowa, and Centralia, Ill.	do	344.40	147.74	50,881.65	15.54	68.81 275.48	90.00 25.00	13,079.90	2 lines 40 and 1 line 50 feet. 1 line 40 feet.	Dubuque, Iowa, to Freeport, Ill. Freeport to Centralia.
135022	Joliet and Lake Station	Michigan Central R. R. Co	45.20	42.75	1,932.30	6					All land grant.
135023	Vacant.										
135024	Peoria, Ill., and Evansville, Ind.	Peoria, Decatur and Evansville Rwy. Co.	248.10	90.63	22,485.30	11.34					
135025	Hannibal, Mo., and Bluffs, Ill.	Wabash R. R. Co	50.91	117.99	6,006.87	20					
135026	Effingham, Ill., and Switz City, Ind.	Indiana and Illinois Southern R. R. Co.	91.87	42.75	3,906.06	6					
135027	Effner, Ill., and Keokuk, Iowa.	Toledo, Peoria and Western Rwy. Co.	223.71	114.57	25,630.45	13.82					
135028	Beechwood and Mound City	Illinois Central R. R. Co	3.36	42.75	143.64	14					
135029	Champaign and Havana	do	101.47	59.00	5,986.73	14.02					
135030	East St. Louis and Eldorado	do	121.65	160.74	19,554.02	13.72					
135031	Vacant.										
135032	East St. Louis and Evansville, Ind.	Louisville and Nashville R. R. Co.	161.90	273.60	44,295.84	20.54	161.90	50.00	8,095.00	2 lines 40 feet.	
135033	Beardstown and Shawneetown.	Baltimore and Ohio Southwestern Rwy. Co.	228.45	70.97	16,213.09	15.32					
135034	Springfield and Gilman	Illinois Central R. R. Co	112.27	84.65	9,503.65	16.21					
135035	Chicago, Ill., and Milwaukee, Wis.	Chicago, Milwaukee and St. Paul Rwy. Co.	85.39	1,168.79	99,802.97	46.36	85.39	280.00	23,909.20	2 lines 50 feet and 4 lines 60 feet.	
135036	Aurora and Forreston	Chicago, Burlington and Quincy R. R. Co.	79.58	145.35	11,566.95	16.63					
135037	Vincennes, Ind., and St. Francisville, Ill.	Cleveland, Cincinnati, Chicago and St. Louis Rwy. Co.	11.37	70.11	797.15	20					
135038	Havana and Jacksonville	Chicago, Peoria and St. Louis R. R. Co.	42.29	66.69	2,820.32	12					

[illegible]	Carbondale, Ill., and Cape Girardeau, Mo.	*Chicago and Texas R. R. Co.*	58.42	71.82	4,196.44	14				
135040	Peoria and Rock Island	Rock Island and Peoria Rwy. Co.	91.00	98.82	8,948.02	12				
135041	Quincy, Ill., and Hannibal, Mo.	Chicago, Burlington and Quincy R. R. Co.	19.12	134.24	2,566.66	24.46				
135042	Chicago, Ill., and Terre Haute, Ind.	Chicago and Eastern Illinois R. R. Co.	178.59	230.00	41,075.70	27.29	178.59	40.00	7,143.60	1 line 50 feet
135043	Streator and Fairbury	Wabash R. R. Co.	31.98	42.75	1,367.14	9				
135044	Danville and Shelbyville	Chicago and Eastern Illinois R. R. Co.	92.58	68.40	6,260.65	6				
135045	Pinckneyville and Paducah, Ky.	Illinois Central R. R. Co.	104.47	110.80	11,523.04	10.61				
135046	Jacksonville and Drivers	Jacksonville and St. Louis Rwy. Co.	129.48	61.56	7,970.78	6.29				
135047	Vacant.									
135048	Terre Haute, Ind., and Peoria, Ill.	Terre Haute and Indianapolis R. R. Co.	175.05	74.39	13,021.96	10.59				
135049	Peoria and Springfield	Chicago, Peoria and St. Louis R. R. Co.	88.59	110.30	9,771.48	12.42				
135050	Danville and Cairo	Cleveland, Cincinnati, Chicago and St. Louis Rwy. Co.	259.90	114.57	29,776.74	10.82				
135051	Ancona and Pekin	Atchison, Topeka and Santa Fe Rwy. Co.	58.41	58.14	3,395.95	6				
135052	Cortland and Sycamore	Chicago and Northwestern Rwy. Co.	5.10	42.75	218.02	7				
135053	East St. Louis and Cairo	Mobile and Ohio R. R. Co.	152.40	162.45	24,757.38	12.12				
135054	Chicago and Kittredge (n. o.)	Chicago, Milwaukee and St. Paul Rwy. Co.	116.64	260.78	30,417.37	23.11	116.64	25.00	2,916.00	1 line 40 feet
135055	Decatur, Ill., and Indianapolis, Ind.	Indiana, Decatur and Western Rwy. Co.	152.50	132.53	20,210.82	11.36				
135056	Geneva and Aurora	Chicago and Northwestern Rwy. Co.	10.34	68.40	707.25	33				
135057	Rochelle and Rockford	Chicago, Burlington and Quincy R. R. Co.	26.42	62.42	1,649.13	12				
135058	West Lebanon, Ind., and Leroy, Ill.	Illinois Central R. R. Co.	74.83	45.82	3,391.29	6				
135059	Rock Island and Cable	Rock Island and Peoria Rwy. Co.	27.05	53.01	1,433.91	12				
135060	Barnett and Kampsville	Litchfield, Carrollton and Western Rwy. Co.	51.70	49.59	2,563.80	6				
135061	Alton Junction (n. o.) and Chicago and Alton Junction (n. o.).	Cleveland, Cincinnati, Chicago and St. Louis Rwy. Co.	4.20	64.98	272.91	33				
135062	Kankakee and Bloomington	Illinois Central R. R. Co.	85.38	51.30	4,379.99	8.42				
135063	Shumway and Altamont	Wabash R. R. Co.	10.58	42.75	452.29	6				
135064	Kempton and Kankakee Junction (n. o.).	Illinois Central R. R. Co.	43.01	42.75	1,838.67	6				
135065	Sidney and Champaign	Wabash R. R. Co.	12.14	42.75	518.98	7.71				
135066	Chicago and Effingham	do	214.16	118.85	25,452.91	17.13				

C.—*Railroad Mail Service and railway post-office cars as in operation June 30, 1897*—Continued.

Number of route.	State and termini.	Title of company.	Length of route.	Pay per mile for transportation.	Annual rate of pay for transportation.	Average number of trips per week.	Authorized mileage, railway post-office cars.	Pay per mile for railway post-office cars.	Annual rate of pay for railway post-office cars.	Lines of railway post-office cars authorized.	Remarks.
	ILLINOIS—continued.		*Miles.*	*Dollars.*	*Dollars.*		*Miles.*	*Dollars.*	*Dollars.*		
135067	Havana and Galesburg	Fulton County Narrow Gauge Rwy. Co.	60.42	62.42	3,771.41	6					
135068	Peoria, Ill., and Oskaloosa, Iowa.	Iowa Central Rwy. Co	189.50	89.78	17,013.31	6.65	20.10	25.00	502.50	1 line 40 feet	Hedrick and Oskaloosa.
135069	Kankakee and Seneca	Cleveland, Cincinnati, Chicago and St. Louis Rwy. Co.	42.85	42.75	1,831.83	6					
135070	Galva and Gladstone	Chicago, Burlington and Quincy R. R. Co.	74.47	75.24	5,603.12	11.54					
135071	Aurora and West Chicago	do	13.06	42.75	558.31	6					
135072	Elmwood and Buda	do	44.93	82.08	3,687.85	12.89					
135073	Oregon, Ill., and Minneapolis, Minn.	Chicago, Burlington and Northern R. R. Co.	344.01	134.24	46,179.90	13.30					
135074	Varna and Lacon	Chicago and Alton R. R. Co.	10.13	42.75	433.05	12					
135075	Mayaville and Pittsfield	Wabash R. R. Co	6.70	69.26	464.04	26					
135076	La Harpe, Ill., and Burlington, Iowa.	Toledo, Peoria and Western Rwy. Co.	19.70	47.88	943.23	12					
135077	Whiteheath and Decatur	Illinois Central R. R. Co	31.15	50.45	1,571.51	6					
135078	McLeansboro and Shawneetown.	Louisville and Nashville R. R. Co.	41.51	48.74	2,023.19	12					
135079	Fall Creek, Ill., and Louisiana, Mo.	Chicago, Burlington and Quincy R. R. Co.	31.53	48.74	1,536.77	6					
135080	Wellington and Ciasna Park	Chicago and Eastern Illinois R. R. Co.	12.82	44.46	569.97	12					
135081	Clayton, Ill., and Keokuk, Iowa.	Wabash R. R. Co	42.30	65.84	2,785.03	13					
135082	Streator, Ill., and South Bend, Ind.	Indiana, Illinois and Iowa R. R. Co.	152.38	129.96	19,803.30	6.83					
135083	Springfield and Granite	St. Louis, Chicago and St. Paul R. R. Co.	102.98	72.68	7,484.58	8.06					
135084	Sterling and Barstow	Chicago, Burlington and Quincy R. R. Co.	40.67	90.63	3,685.92	6					
135085	Harrison Station (n. o.) and Murphysboro.	Illinois Central R. R. Co	2.46	46.17	113.57	13					
135086	Buckingham and Clark City	do	9.11	42.75	389.45	6					
135087	Caledonia and Spring Valley	Chicago and Northwestern Rwy. Co.	86.74	47.03	4,079.38	8.50					

	Louis.	Louisville, Evansville and St. Louis Consolidated R. R. Co.	149.41	159.05	22,867.20	14.83					
135089	Chicago, Ill., and Rugby Junction (n. o.), Wis.	Wisconsin Central Co	117.61	151.34	17,799.09	26.06					
135090	Savanna and Fulton	Chicago, Burlington and Northern R. R. Co.	18.26	107.73	1,967.14	12					
135091	Galewood and Dunning	Chicago, Milwaukee and St. Paul Rwy. Co.	2.67	42.75	114.14	12					
135092	Galena and Galena Junction (n. o.).	Chicago, Burlington and Northern R. R. Co.	3.67	42.75	156.89	12					
135093	Vacant.										
135094	Geneva and St. Charles	Chicago and Northwestern Rwy. Co.	3.28	51.30	168.26	18					
135095	Chicago, Ill., and Aiken	Chicago Great Western Rwy. Co.	156.40	131.67	20,945.58	17.58					1.85 miles lap over 135073. 13.82 miles land grant, and lap over 135021.
	Aiken and a point 0.07 mile southeast of Portage curve		1.85	82.49							
	Point 0.07 mile southeast of Portage curve and west end of the Dunleith and Dubuque Bridge Company's track.		13.82	19.15							
	West end of said bridge company's track and Dubuque, Iowa.		.21	131.67							
135096	Rockford and Rockton	Chicago, Milwaukee, and St. Paul Rwy. Co.	15.80	97.47	1,540.02	21					
135097	Vacant.										
135098	Chicago, Ill., and Kansas City, Mo.	Atchison, Topeka, and Santa Fe Rwy. Co.	454.25	224.01	101,756.54	23.44	454.25	25.00	11,356.25	1 line 40 feet	
135099	Rondout and Libertyville	Chicago, Milwaukee, and St. Paul Ry. Co.	3.27	42.75	139.79	12					
135100	Millstadt Junction (n. o.) and Millstadt.	Mobile and Ohio R. R. Co	7.27	42.75	310.79	13					
135101	Buffalo and Mechanicsburg.	Mechanicsburg and Buffalo Rwy. Co.	3.62	42.75	154.75	6					
135102	Streator and Walnut	Chicago, Burlington, and Quincy R. R. Co.	60.06	42.75	2,567.56	8.60					
135103	Freeport, Ill., and Madison, Wis.	Illinois Central R. R. Co	61.59	82.08	5,055.30	7.60					
135104	Redoak, Ill., and Dodgeville, Wis.	do	57.59	64.98	3,742.19	9.54					
135105	Chicago and Freeport	do	113.14	215.46	24,377.14	28.37	113.14	25.00	2,828.50	1 line 40 feet	
135106	Evansville and Centralia	Centralia and Chester R. R. Co.	62.16	53.01	3,295.10	12					
135107	South Addison (n. o.) and Addison.	Illinois Central R. R. Co	1.98	42.75	84.64	12					
135108	Joliet and Aurora	Elgin, Joliet and Eastern Rwy. Co.	23.09	42.75	987.09	12					
135109	Lock Haven (n. o.) and Grafton.	St. Louis, Chicago and St. Paul R. R. Co.	8.61	47.03	404.92	12					
135110	Vacant.										

C.—*Railroad Mail Service and railway post-office cars as in operation June 30, 1897*—Continued.

Number of route.	State and termini.	Title of company.	Length of route.	Pay per mile for transportation.	Annual rate of pay for transportation.	Average number of trips per week.	Authorized mileage, railway post-office cars.	Pay per mile for railway post-office cars.	Annual rate of pay for railway post-office cars.	Lines of railway post-office cars authorized.	Remarks.
	ILLINOIS—continued.		*Miles.*	*Dollars.*	*Dollars.*		*Miles.*	*Dollars.*	*Dollars.*		
135111	South Englewood (Station C, Chicago P. O.) and Blue Island.	Chicago, Rock Island and Pacific Rwy. Co.	6.79	42.75	290.27	19.12	.....	.....	.....	.....	
135112	Vacant.										
135113	Vacant.										
135114	Mount Vernon and Chester.	Wabash, Chester and Western R. R. Co.	55.63	86.36	5,667.80	12	.....	.....	.....	.....	
135115	Vacant.										
135116	Vacant.										
135117	Greenville and Durley (n. o.)	Jacksonville and St. Louis Rwy. Co.	4.20	42.75	179.55	12	.....	.....	.....	.....	
135118	Mount Vernon and Marion..	Chicago and Eastern Illinois R. R. Co.	41.71	46.17	1,925.74	6	.....	.....	.....	.....	
135119	Rockford and Davis Junction (n. o.).	Chicago, Milwaukee and St. Paul Rwy. Co.	11.85	12.82	151.91	18	.....	.....	.....	.....	Lap over 135057.
135120	Vacant.										
135121	Vacant.										
135122	Hamilton and Warsaw.....	Toledo, Peoria and Western Rwy. Co.	6.26	42.75	267.61	6	.....	.....	.....	.....	
135123	Vacant.										
135124	Edwardsville Junction (n.o.) and Edwardsville.	Wabash R. R. Co	2.14	51.30	109.78	31	.....	.....	.....	.....	
135125	Vacant.										
135126	Auburn and Pawnee.....	Pawnee R. R. Co.....	9.73	42.75	415.95	6	.....	.....	.....	.....	
135127	Litchfield and Barnett	Litchfield, Carrollton and Western Rwy. Co.	6.70	13.68	91.65	6	.....	.....	.....	.....	Lap over 135046.
135128	Sixty-seventh street, Chicago. and South Chicago.	Illinois Central R. R. Co	4.51	71.82	323.90	6	.....	.....	.....	.....	
135129	Blue Island Junction (n. o.) and West Pullman.	.....do	1.83	42.75	78.23	6	.....	.....	.....	.....	
135130	Roseville Junction (n. o.) and Sidell.	Chicago and Eastern Illinois R. R. Co.	35.28	42.75	1,508.22	6	.....	.....	.....	.....	
135131	Washington and Peoria.....	Chicago and Alton R. R. Co.	11.50	13.68	157.32	6	.....	.....	.....	.....	Lap over 135027.
135132	Springfield and Litchfield...	St. Louis, Peoria and Northern Rwy. Co.	45.03	44.46	2,002.03	6	.....	.....	.....	.....	
135133	Presumption and Sherrard	Rock Island and Peoria Rwy.	4.73	42.75	201.78	6	.....	.....	.....	.....	

	MICHIGAN.		10,193.87		1,944,709.23				289,910.00		
137001	Toledo, Ohio, and Detroit, Mich.	Lake Shore and Michigan Southern Rwy. Co.	63.50	233.43	14,822.17	20					
137002	Monroe and Adrian	do	34.75	105.17	3,664.65	15.85					
137003	Adrian and Jackson	do	46.80	114.57	5,361.87	12					
137004	White Pigeon and Grand Rapids.	do	95.06	145.35	13,819.87	12					
137005	Jonesville and Lansing	do	60.53	69.06	4,181.41	12					Land grant.
137006	Detroit, Mich., and Chicago, Ill.	Michigan Central R. R. Co.	284.33	517.28	147,078.22	47.11	228.16 56.17	135.00 95.00	36,137.75	1 line 50 feet; 1 line 55 feet at $45; 1 line 60 feet. 1 line 55 feet at $45; 1 line 60 feet.	Detroit, Mich., to Michigan City, Ind. Michigan City, Ind., to Chicago, Ill.
137007	Kalamazoo and South Haven	do	59.84	95.76	3,815.07	12					
137008	Jackson and Niles	do	104.23	117.14	12,209.50	12.99					
137009	Jackson and Lansing Lansing and Bay City	do	30.92 78.82	158.18 126.55	15,814.67	20.46					78.82 miles, Lansing to Bay City, land grant.
137010	Jackson and Grand Rapids	do	94.49	188.96	17,854.83	26					
137011	Slocum Junction (n. o.) and Grosse Ile.	do	2.45	42.75	104.73	12					
137012	Niles, Mich., and South Bend, Ind.	do	12.36	42.75	528.39	12					
137013	Detroit and Bay City Bay City and Mackinaw	do	108.94 183.59	188.96 151.16	48,185.60	16.86					183.59 miles, Bay City to Mackinaw, land grant.
137014	Saginaw, West Side, and Carc.	do	94.46	177.84	6,128.36	24.82					
137015	Monroe and Flint Flint and Ludington	Flint and Pere Marquette R. R. Co.	83.33 171.35	170.15 136.12	37,511.26	17.13	82.01	30.00	2,460.30	1 line 45 feet	Plymouth Junction to Saginaw, East Side. Flint to Ludington, 171.35 miles, land grant.
137016	Staunton Junction (n o.) and Big Rapids.	Detroit, Grand Rapids and Western R. R. Co.	64.00	111.15	7,113.60	12					
137017	Detroit and Delray Delray and Redford Junction (n. o.). Redford Junction (n. o.) and Howard City.	do	4.60 8.44 153.36	174.42 57.29 174.42	28,034.90	16.61					8.44 miles, Delray to Redford Junction (n. o.), lap over 137102.
137018	Fort Wayne, Ind., and Petoskey, Mich. Petoskey and Mackinaw	Grand Rapids and Indiana Rwy. Co.	332.21 35.82	119.69 149.62	45,121.59	16.83					332.21 miles, Fort Wayne, Ind., to Petoskey, Mich., land grant.

C.—*Railroad Mail Service and railway post-office cars as in operation June 30, 1897*—Continued.

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	MICHIGAN—continued.		*Miles.*	*Dollars.*	*Dollars.*		*Miles.*	*Dollars.*	*Dollars.*		
137019	Toledo and Dundee..... Dundee and Allegan.....	Cincinnati, Jackson and Mackinaw Rwy. Co.	23.00 133.92	10.26 72.68	9,969.28	8.25					23 miles, Toledo to Dundee, lap over 137020.
137020	Toledo, Ohio, and Frankfort, Mich.	Ann Arbor R. R. Co.....	294.60	129.96	38,286.22	9.96					
137021	Grand Rapids, Mich., and Lacrosse, Ind.	Chicago and West Michigan Rwy. Co.	152.93	180.41	27,590.10	16.77					
137022	Big Rapids and Holland.....	.....do	91.63	88.07	8,069.85	19.71					
137023	Allegan and Holland.....	.....do	24.62	76.95	1,894.50	12					
137024	Ypsilanti and Hillsdale.....	Lake Shore and Michigan Southern Rwy. Co.	62.68	70.11	4,394.49	6					
137025	Saginaw East Side and Port Huron.	Flint and Pere Marquette R. R. Co.	90.54	84.65	7,664.21	12					
137026	Grand Rapids and Petoskey.	Chicago and West Michigan Rwy. Co.	226.44	130.82	29,622.88	10.22					
137027	Detroit and Grand Haven...	Detroit, Grand Haven and Milwaukee Rwy. Co.	189.07	165.02	31,200.33	24.18					
137028	Detroit and Port Huron.....	Chicago, Detroit and Canada Grand Trunk Junction Rwy. Co.	59.21	183.83	10,884.57	31					
137029	Jackson and Fort Wayne...	Lake Shore and Michigan Southern Rwy. Co.	99.40	87.21	8,668.67	12					
137030	Vacant.										
137031	Emery Junction (n. o.) and Bay City.	Detroit and Mackinac Rwy. Co.	48.97	135.95	6,657.47	13					
137032	Stager (n. o.) and Crystal Falls.	Chicago and Northwestern Rwy. Co.	9.53	42.75	407.40	13					
137033	Lenox and Jackson.....	Michigan Air Line Rwy. Co.	106.01	72.68	7,704.80	6.8					
137034	Walton and Traverse City..	Grand Rapids and Indiana Rwy. Co.	26.37	57.29	1,510.73	12					
137035	Toledo and Detroit.....	Michigan Central R. R. Co..	58.99	291.56	17,199.12	27.07	58.99	85.00	5,014.15	1 line 50 feet and 1 line 55 feet.	
137036	Trenton and Corbus Junction (n. o.).	Lake Shore and Michigan Southern Rwy. Co.	36.61	72.68	2,660.81	6					
137037	St. Clair and Lenox.....	Michigan Central R. R. Co..	15.73	68.40	1,079.35	12					
137038	Southrogers and Hawks....	Detroit and Mackinac Rwy. Co.	2.44			6					Pay not fixed.

	L'Anse and Houghton	Atlantic Rwy. Co.	51.80	151.34	[illegible]	[illegible]					quette to L'Anse land grant.
137041	Saginaw East Side and Howard.	Detroit, Grand Rapids and Western R. R. Co.	80.85	94.05	7,603.94	12	....	....	....	....	
137042	Port Huron and Grindstone City.	Flint and Pere Marquette R. R. Co.	93.45	100.04	9,348.73	12	....	....	....	....	
137043	Coleman and Mount Pleasant.	.....do	15.12	54.72	827.36	18	....	....	....	....	
137044	Clare and Harrison........	.....do	17.37	42.75	742.56	6	....	....	....	....	
137045	Manistee Junction and Manistee.	.....do	27.15	115.48	3,133.92	12	....	....	....	....	
137046	Mears and Hart..........	Chicago and West Michigan Rwy. Co.	4.02	51.30	206.22	12	....	....	....	....	
137047	Flint and Fostoria	Flint and Pere Marquette R. R. Co.	24.45	42.75	1,045.23	6	....	....	....	....	
137048	Saginaw East Side and Bay City.	.....do	12.57	106.88	1,343.48	38	....	....	....	....	
137049	Saginaw East Side and Saginaw West Side.	.....do	3.18	77.81	247.43	28	....	....	....	....	
137050	Missaukee Junction (n. o.) and Lake City.	Grand Rapids and Indiana Rwy. Co.	14.90	42.75	636.97	12	....	....	....	....	
137051	St. Ignace and Marquette ...	Duluth, South Shore and Atlantic Rwy. Co.	151.82	134.24	20,380.81	13.71	....	....	....	....	
137052	Pentwater and Muskegon...	Chicago and West Michigan Rwy. Co.	46.23	86.36	3,992.42	12	....	....	....	....	
137053	Humboldt and Republic.....	Duluth, South Shore and Atlantic Rwy. Co.	8.62	42.75	368.50	6	....	....	....	....	
137054	Saginaw East Side and Badaxe.	Saginaw, Tuscola and Huron R. R. Co.	67.51	81.23	5,483.83	12	....	....	....	....	
137055	Grand Rapids and Muskegon.	Grand Rapids and Indiana Rwy. Co.	40.09	93.20	3,736.38	18	....	....	....	....	
137056	Petoskey and Harbor Springs.	.....do	8.25	47.88	395.01	18	....	....	....	....	
137057	Prescott and Alpena	Detroit and Mackinac Rwy. Co.	94.24	107.78	10,152.47	12	....	....	....	....	
137058	Narenta Station (n. o.) and Metropolitan.	Chicago and Northwestern Rwy. Co.	37.20	42.75	1,590.30	6	....	....	....	....	
137059	Orono and Luther..........	Grand Rapids and Indiana Rwy. Co.	11.87	42.75	507.44	12	....	....	....	....	
137060	Port Huron and Almont	Flint and Pere Marquette R. R. Co.	34.60	51.30	1,774.98	12	....	....	....	....	
137061	Palm Station and Sandbeach.	.....do	18.95	49.59	939.73	12	....	....	....	....	
137062	Milwaukee Junction (n. o.) and West Detroit (n. o.).	Chicago, Detroit and Canada Grand Trunk Junction Rwy. Co.	4.60	43.61	200.60	12	....	....	....	....	
137063	Lawton and South Haven...	South Haven and Eastern R. R. Co.	37.27	51.30	1,911.95	12	....	....	....	....	
137064	Pontiac and Caseville	Pontiac, Oxford and Northern R. R. Co.	100.59	76.95	7,740.40	12	....	....	....	....	

[illegible]—Railroad mail service and railway post-office cars as in operation June 30, 1897—Continued.

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	MICHIGAN—continued.		Miles.	Dollars.	Dollars.		Miles.	Dollars.	Dollars.		
[illegible]	Vacant.										
[illegible]	W[illegible] and Elk Rapids.	Chicago and West Michigan Rwy. Co.	9.22	44.46	409.92	18					
[illegible]	Houghton and Calumet	Mineral Range R. R. Co.	15.02	91.49	1,374.17	19					
[illegible]	Hancock and Lake Linden	Hancock and Calumet R. R. Co.	11.12	62.42	694.11	19					
187069	[illegible] and Waldron	Detroit, Grand Rapids and Western R. R. Co.	13.46		300.00	6					Agreement.
187070	Lowell and Freeport	Lowell and Hastings R. R. Co.	13.00	42.75	555.75	9					
187071	Bessemer and Mellen	Wisconsin Central Co.	33.56	46.17	1,549.46	13.73					
187072	Sault de Ste. Marie and Soo Junction	Duluth, South Shore and Atlantic Rwy. Co.	47.76	78.66	3,756.80	20					
187073	Pinconning and Gladwin	Michigan Central R. R. Co.	27.55	43.61	1,201.45	6					
187074	[illegible] and Chippewa Lake.	Detroit, Grand Rapids and Western R. R. Co.	5.94	42.75	253.93	6					
187075	Grosvenor Junction (n. o.), Mich., and Fayette, Ohio.	Lake Shore and Michigan Southern Rwy. Co.	25.81	58.14	1,500.59	12					
187076	Owosso and Ashley Ashley and Muskegon	Toledo, Saginaw and Muskegon Rwy. Co.	21.80 96.94	11.97 79.52	7,969.60	6					21.8 miles Owosso to Ashley, lap over 187020.
187077	Kalamazoo and Woodbury	Chicago, Kalamazoo and Saginaw Rwy. Co.	44.14	45.32	2,000.42	12					
187078	Ludington and Stetson	Mason and Oceana R. R. Co.	29.18	42.75	1,247.44	6					
187079	Grand Ledge and Grand Rapids.	Detroit, Grand Rapids and Western R. R. Co.	53.40	171.00	9,131.40	18					
187080	Mecosta and Barryton	do	11.96		300.00	6					Agreement.
187081	Munising Junction (n. o.) and Munising.	Munising Rwy. Co.	5.57			6					Pay not fixed.
187082	Findley and Battlecreek	Michigan Central R. R. Co.	35.23	64.98	2,289.24	12					
187083	Durand and West Bay City.	Cincinnati, Saginaw and Mackinaw R. R. Co.	53.47	85.50	4,571.68	12					
187084	Manistee and Traverse City.	Manistee and Northeastern R. R. Co.	70.96	69.26	4,914.68	11.16					
187085	Macatawa Junction (n. o.) and Ottawa Beach.	Chicago and West Michigan Rwy. Co.	5.94			6					Do.
187086	Vacant.										
[illegible]	[illegible] and Mount Clemens	Rapid Rwy. Co.	20.38		600.00	6					Agreement.

137088	Sidnaw and Ontonagon.....	Chicago, Milwaukee and St. Paul Rwy Co.	45.56	61.80	2,837.22	6	.....	.....	.....	.....	
137089	Au Sable and McKinley.....	Au Sable and Northwestern R. R. Co.	40.00	42.75	1,710.00	6	.....	.....	.....	.....	
137090	Jackson and Addison Junction (n. o.).	Cincinnati, Jackson and Mackinaw Rwy Co.	18.69	94.91	1,773.86	15.50	.....	.....	.....	.....	
137091	Watersmeet and Choate.....	Chicago and Northwestern Rwy Co.	22.31	42.75	953.75	6	.....	.....	.....	.....	
137092	Vacant.										
137093	Vacant.										
137094	St. Ignace and Mackinaw City.	Mackinac Transportation Co.	8.23	143.64	1,182.15	13	.....	.....	.....	.....	
137095	Vacant.										
137096	Vacant.										
137097	Bay City and Midland.....	Michigan Central R. R. Co..	20.14	42.75	860.98	9	.....	.....	.....	.....	
137098	Vacant.										
137099	Craigsmere Junction (n. o.) and Robbins.	Chicago and Northwestern Rwy. Co.	3.49	42.75	149.19	6	.....	.....	.....	.....	
137100	Vacant.										
137101	Channing (n. o.) and Sidnaw.	Chicago, Milwaukee and St. Paul Rwy. Co.	46.65	47.88	2,233.60	6	.....	.....	.....	.....	
137102	Plymouth Junction (n. o.) and Redford Junction (n. o.).	Flint and Pere Marquette R. R. Co.	11.63	86.86	3,657.86	25	24.67	30.00	740.10	1 line 45 feet..	11.63 miles, Plymouth Junction (n. o.) to Redford Junction (n. o.) lap over 137017.
	Redford Junction (n. o.) and Detroit.		13.04	203.49							
137103	Emory Junction (n. o.) and Rose City.	Detroit and Mackinac Rwy. Co.	31.76	42.75	1,357.74	6	.....	.....	.....	.....	
137104	Coleman and Beaverton.....	Flint and Pere Marquette R. R. Co.	10.95	42.75	468.11	6	.....	.....	.....	.....	
137105	Vacant.										
137106	Vacant.										
137107	Alpena and Southrogers....	Detroit and Mackinac Rwy. Co.	25.72	42.75	1,099.53	6	.....	.....	.....	.....	
137108	Grand Marais and Germfask.	Manistique Rwy. Co.....	41.01	42.75	1,753.17	6	.....	.....	.....	.....	
137109	Grayling and Lewiston.....	Michigan Central R. R. Co..	27.96	42.75	1,195.29	6	.....	.....	.....	.....	
137110	Menominee and Faithorn Junction (n. o.).	Wisconsin and Michigan Rwy. Co.	51.20	.....	1,500.00	6	.....	.....	.....	.....	Agreement.
137111	Vacant.										
137112	Vacant.										
137113	Boyne and Boyne Falls.....	Boyne City and Southeastern R. R. Co.	7.31	42.75	312.50	12	.....	.....	.....	.....	
137114	Buffalo, N. Y., and Detroit, Mich.	Canada Southern Rwy. Co..	243.50	235.18	57,254.15	7	243.50	50.00	12,175.00	1 line 60 feet..	
			6,593.45		928,750.22				64,875.80		
	WISCONSIN.										
189001	Brookfield, Wis., and North McGregor, Iowa.	Chicago, Milwaukee and St. Paul Rwy. Co.	182.76	193.23	35,314.71	17.36	182.00	40.00	7,304.00	1 line 50 feet..	

C.—*Railroad Mail Service and railway post-office cars as in operation June 30, 1897*—Continued.

Number of route.	State and termini.	Title of company.	Length of route.	Pay per mile for transportation.	Annual rate of pay for transportation.	Average number of trips per week.	Authorized mileage, railway post-office cars.	Pay per mile for railway post-office cars.	Annual rate of pay for railway post-office cars.	Lines of railway post-office cars authorized.	Remarks.
	WISCONSIN—continued.		*Miles.*	*Dollars.*	*Dollars.*		*Miles.*	*Dollars.*	*Dollars.*		
139002	Milwaukee and La Crosse ..	Chicago, Milwaukee and St. Paul Rwy. Co.	197.88	933.66	184,752.64	31.23	14.30 183.80	280.00 240.00	47,996.00	2 lines 50 and 4 lines 60 ft. 1 line 50 and 4 lines 60 feet.	Milwaukee to Brookfield. Brookfield to La Crosse.
139003	Milwaukee and Berlin.....	.....do	96.62	176.13	17,017.68	27.69	.....	.....	.....	.....	
139004	Milton Junction and Shullsburg.	.....do	76.99	130.82	10,071.83	12.27	.....	.....	.....	.....	
139005	Watertown and Madison ...	.....do	38.15	86.36	3,294.63	12	.....	.....	.....	.....	
139006	Horicon and Portage.....	.....do	49.21	194.94	9,592.99	15.50	.....	.....	.....	.....	
139007	Rushlake and Winneconne..	.....do	14.75	42.75	630.56	6	.....	.....	.....	.....	
139008	Oshkosh and Ripon	.....do	19.79	110.30	2,182.83	12	.....	.....	.....	.....	
139009	Chicago, Ill., and Fon du Lac, Wis.	Chicago and Northwestern Rwy. Co.	176.70	229.14	40,489.03	10.37	63.00 28.40	80.00 40.00	6,176.00	2 lines 50 feet. 1 line 50 feet..	Chicago to Harvard. Harvard to Janesville.
139010	Caledonia, Ill., and Winona Junction (n. o.), Wis.	.....do	189.56	221.45	41,978.06	19.37	87.96 96.50	40.00 80.00	9,238.40	1 line 50 feet.. 2 lines 50 feet.	Caledonia, Ill., to Evansville, Wis. Evansville to Elroy.
139011	Kenosha, Wis., and Rockford, Ill.	.....do	73.85	136.80	10,084.28	9.09	15.00	40.00	600.00	1 line 50 feet..	Harvard to Caledonia Junction.
139012	Milwaukee and Fort Howard. Fort Howard, Wis., and Ishpeming, Mich.	.....do	128.80 179.81	250.52 200.41	68,302.69	17.61	128.80 114.90 64.80	80.00 40.00 25.00	16,530.00	2 lines 50 feet. 1 line 50 feet.. 1 line 40 feet..	Milwaukee to Fort Howard. Fort Howard to Escanaba. Escanaba, Wis., to Ishpeming, Mich. Land grant 179.81 miles.
139013	Rice Lake and Cameron	Rice Lake, Dallas and Menomonee Rwy. Co.	7.70	44.46	342.34	13	.....	.....	.....	.....	
139014	Winona, Minn., and La Crosse, Wis.	Chicago and Northwestern Rwy. Co.	33.55	150.48	5,048.60	18.42	.....	.....	.....	.....	
139015	Stevens Point and Portage..	Wisconsin Central R. R. Co.	72.91	62.92	4,587.49	6	.....	.....	.....	.....	Land grant.
139016	Milwaukee, Wis., and Champion, Mich.	Chicago, Milwaukee and St. Paul Rwy. Co.	262.04	129.11	33,831.98	14.31	.....	.....	.....	.....	
139017	Milwaukee and Rugby Junction (n. o.). Rugby Junction (n. o.) and Stevens Point. Stevens Point and Ashland.	Wisconsin Central R. R. Co.	27.60 131.47 186.61	87.62 149.63 119.70	43,047.87	16.83	.....	.....	.....	.....	Lap service over 27.60 miles. Land grant 186.61 miles.

139019	Sheboygan and Princeton...	Rwy. Co. Chicago and Northwestern Rwy. Co.	79.69	70.97	5,655.59	9.77					
139020	Warren, Ill., and Mineral Point, Wis.	Chicago, Milwaukee and St. Paul Rwy. Co.	82.39	117.14	3,794.16	12					
139021	Calamine and Platteville....	.....do	17.61	50.45	888.42	15					
139022	Minocqua and Starlake	.....do	19.12	.....	500.00	6					Agreement.
139023	Madison and Portage.....	.....do	87.49	87.21	3,269.50	12					
139024	Racine, Wis., and Rock Island, Ill.	.....do	196.70	141.08	27,750.43	14.9	21.50	25.00	537.50	1 line 40 feet..	Kittredge (n. o.) to Savanna.
139025	Galena, Ill., and Montfort, Wis.	Chicago and Northwestern Rwy. Co.	48.15	90.63	4,363.83	6					
139026	Eau Claire and Chippewa Falls.	Wisconsin Central Co.....	11.32	53.87	609.80	27					
139027	Fort Howard, Wis., and Winona, Minn.	Green Bay and Western R. R. Co.	213.90	92.34	19,751.53	7.42					
139028	Hudson and Bayfield.....	Chicago, St. Paul, Minneapolis and Omaha Rwy. Co.	181.37	99.36	18,111.60	11.27					Land grant.
139029	Lone Rock and Richland Center.	Chicago, Milwaukee and St. Paul Rwy. Co.	15.89	65.84	1,046.19	12					
139030	Elroy and Stowell (n. o.)....	Chicago, St. Paul, Minneapolis and Omaha Rwy. Co.	23.15	222.30	35,752.50	22.63	195.10	40.00	7,804.00	1 line 50 feet..	
	Hudson and Stillwell Junction (n. o.)										
	Stowell (n. o.) and Hudson..		172.10	177.84							Land grant 172.10 miles.
	Stillwell Junction (n. o.) and St. Paul.										
139031	New Lisbon and Minocqua..	Chicago, Milwaukee and St. Paul Rwy. Co.	166.74	102.60	17,107.52	8.80					
139032	Ashland Junction and Ashland.	Chicago, St. Paul, Minneapolis and Omaha Rwy. Co.	4.90	86.36	423.16	24					
139033	Hudson Junction (n. o.) and Ellsworth.	.....do	25.69	91.49	2,350.37	12					
139034	Sparta and Viroqua.....	Chicago, Milwaukee and St. Paul Rwy. Co.	35.84	65.84	2,359.70	12					
139035	Fond du Lac and Iron Ridge.	.....do	28.77	43.61	1,254.65	12					
139036	Janesville and Beloit.....	.....do	15.22	95.76	1,457.46	21					
139037	Merrillan and Marshfield ...	Chicago, St. Paul, Minneapolis and Omaha Rwy. Co.	38.32	64.98	2,490.03	9.61					
139038	Milwaukee and Woodman ..	Chicago and Northwestern Rwy. Co.	174.64	115.43	20,158.69	15.01					
139039	Mazo Manie and Prairie du Sac.	Chicago, Milwaukee and St. Paul Rwy. Co.	10.31	50.45	520.13	18					
139040	Hilbert and Menasha.....	.....do	16.06	42.75	686.56	6					
139041	Elkhorn and Eagle.....	.....do	17.56	42.75	750.69	6					
139042	Lancaster Junction (n. o.) and Lancaster.	Chicago and Northwestern Rwy. Co.	12.28	103.46	1,270.48	12					
139043	Ipswich and Platteville.....	.....do	4.38	42.75	187.24	12					
139044	Brodhead and New Glarus..	Chicago, Milwaukee and St. Paul Rwy. Co.	22.85	43.61	996.43	12					
139045	Manitowoc and Hilbert.....	Wisconsin Central R. R. Co.	27.61	42.75	1,180.32	6					

C.—*Railroad Mail Service and railway post-office cars as in operation June 30, 1897*—Continued.

Number of route.	State and termini.	Title of company.	Length of route.	Pay per mile for transportation.	Annual rate of pay for transportation.	Average number of trips per week.	Authorized mileage, railway post-office cars.	Pay per mile for railway post-office cars.	Annual rate of pay for railway post-office cars.	Lines of railway post-office cars authorized.	Remarks.
	WISCONSIN—continued.		*Miles.*	*Dollars.*	*Dollars.*		*Miles.*	*Dollars.*	*Dollars.*		
139046	Oakhosh and Hortonville...	Chicago and Northwestern Rwy. Co.	23.16	42.75	990.09	12					
139047	Wabasha, Minn., and Eau Claire, Wis.	Chicago, Milwaukee and St. Paul Rwy. Co.	49.42	74.39	3,676.35	8.50					
139048	Eau Claire and Spooner.....	Chicago, St. Paul, Minneapolis and Omaha Rwy. Co.	83.17	149.68	12,444.72	15.18					
139049	Eland and Marshfield	Chicago and Northwestern Rwy. Co.	64.07	78.53	4,711.06	10					
139050	Scandinavia and Iola.....	Iola and Northern R. R. Co..	5.23	42.75	223.58	12					
139051	Mills and Superior..... / Superior, Wis., and Duluth, Minn.	Chicago, St. Paul, Minneapolis and Omaha Rwy. Co.	63.17 / 7.79	132.01 / 165.02	9,624.57	20					63.17miles land grant.
139052	Afton and Janesville.....	Chicago and Northwestern Rwy. Co.	6.34	135.09	856.47	19.50					
139053	Red Cedar Junction (n. o.) and Menomonie.	Chicago, Milwaukee and St. Paul Rwy. Co.	16.71	42.75	714.35	6					
139054	Trempealeau and Galesville.	Chicago and Northwestern Rwy. Co.	7.53	45.32	341.25	15					
139055	Brandon and Markesan.....	Chicago, Milwaukee and St. Paul Rwy. Co.	11.96	42.75	511.29	6					
139056	Babcock and Arpiu.....	.....do	23.83	42.75	1,018.78	6.50					
139057	Menominee, Mich., and Crivitz, Wis.	.....do	22.59	42.75	965.72	13					
139058	Clintonville and Oconto	Chicago and Northwestern Rwy. Co.	56.13	59.00	3,311.67	7.80					
139059	St. Paul, Minn., and Boundary Line (n. o.) Mich.	Minneapolis, St. Paul and Sault Ste. Marie Rwy. Co.	493.10	135.95	67,036.94	10.40					
139060	Antigo and Bryant.....	Chicago and Northwestern Rwy. Co.	8.76	42.75	374.49	6					
139061	Abbotteford, Wis., and Minneapolis, Minn.	Wisconsin Central Co.....	169.89	135.95	23,096.54	15.51					
139062	Wyeville and Necedah.....	Chicago and Northwestern Rwy. Co.	16.50	42.75	705.37	9					
139063	Tomahawk and Tomahawk Junction (n. o.).	Wisconsin and Chippewa Rwy. Co.	5.47	.....	150.00	11					Agreement.
139064	Janesville and Evansville...	Chicago and Northwestern Rwy. Co.	16.35	243.68	3,984.16	11	16.10	40.00	644.00	1 line 50 feet..	

141012	Austin and Lyle Minn., and Mason City, Iowa.	Chicago, Milwaukee and St. Paul Rwy. Co.	12.18 29.19	126.54 158.18	6,158.53	13.50	39.50	25.00	995.00	1 line 40 feet..	Austin, Minn., and Mason City, Iowa. Land grant 13.18 miles.
141013	Minneapolis, Minn., and La Crosse, Wis.	....do.....	142.02	811.40	115,235.02	27.50	10.91 180.83	175.00 190.00	26,766.95	3 lines 60 feet; 1 line 40 feet. 1 line 50 feet and 3 lines 60 feet.	Minneapolis to St. Paul. St. Paul to La Crosse.
141014	St. Peter, Minn., and Watertown, S. Dak. Watertown and Redfield, S. Dak.	Chicago and Northwestern Rwy. Co.	183.95 71.43	113.54 141.93	31,023.74	8.30					Land grant 183.95 miles.
141015	Winona and St. Peter	.....do	139.45	142.27	19,839.55	12.34					Land grant.
141016	Sleepy Eye and Redwood Falls.	.....do	25.99	45.32	1,177.86	12					
141017	Rochester and Zumbrota	.....do	26.18	59.00	1,544.62	12					
141018	Chatfield and Plainview	.....do	26.95	49.59	1,336.45	13.30					
141019	Mankato Junction (n. o.) and Mankato.	.....do	4.06	44.46	180.50	24					
141020	Worthington, Minn., and Salem, S. Dak.	Chicago, St. Paul, Minneapolis and Omaha Rwy. Co.	102.00	75.24	7,674.48	9.20					
141021	St. Paul, Minn., and Angus, Iowa.	Minneapolis and St. Louis R. R. Co.	270.59	156.47	42,339.21	22.19					
141022	West Wabasha (n. o.) and Zumbrota.	Chicago, Milwaukee and St. Paul Rwy. Co.	59.15	51.30	3,034.39	6					
141023	La Crosse, Wis., and Airlie, Minn. Airlie, Minn., and Flandreau, S. Dak.	....do	301.68 9.01	107.39 134.24	33,606.91	10.16					Land grant 301.68 miles.
141024	Mankato and Wells	.....do	38.30	70.97	2,718.15	12					
141025	Minneapolis, Minn., and Sioux City, Iowa.	Chicago, St. Paul, Minneapolis and Omaha Rwy. Co.	279.53	208.62	58,315.54	14.90	10.44 268.80	25.00 65.00	17,733.00	1 line 40 feet.. 1 line 40 feet and 1 line 50 feet.	Minneapolis to St. Paul. St. Paul, Minn., to Sioux City, Iowa. All land grant.
141026	Carman (n. o.) and Fosston	Great Northern Rwy. Co...	44.35	49.59	2,199.31	3					
141027	Stillwater and Stillwater Junction (n. o.).	Chicago, St. Paul, Minneapolis and Omaha Rwy. Co.	3.34	67.03	223.88	56					Land grant.
141028	Heron and Pipestone	.....do	55.38	46.17	2,556.89	6					
141029	Lake Crystal and Elmore	.....do	44.14	76.10	3,359.05	12					
141030	Luverne, Minn., and Doon, Iowa.	.....do	28.37	46.17	1,309.84	6					
141031	Tracy, Minn., and Pierre, S. Dak.	Chicago and Northwestern Rwy. Co.	255.50	135.09	34,515.49	10.24					
141032	Reno and Preston	Chicago, Milwaukee and St. Paul Rwy. Co.	57.69	64.98	3,748.69	6					
141033	Wyoming and Taylors Falls.	St. Paul and Duluth R. R. Co.	20.73	76.10	1,577.55	12					
141034	Morris and Brown Valley...	Great Northern Rwy. Co....	47.36	50.45	2,389.31	6					
141035	West End Junction (n. o.) and Fond du Lac.	St. Paul and Duluth R. R. Co.	8.76	42.75	374.49	12					

C.—*Railroad Mail Service and railway post-office cars as in operation June 30, 1897*—Continued.

Number of route.	State and termini.	Title of company.	Length of route.	Pay per mile for transportation.	Annual rate of pay for transportation.	Average number of trips per week.	Authorized mileage, railway post-office cars.	Pay per mile for railway post-office cars.	Annual rate of pay for railway post-office cars.	Lines of railway post-office cars authorized.	Remarks.
	WISCONSIN—continued.		*Miles.*	*Dollars.*	*Dollars.*		*Miles.*	*Dollars.*	*Dollars.*		
139095	Powers, Mich., and Hurley, Wis.	Chicago and Northwestern Rwy. Co.	161.80	73.53	11,897.15	8.75					
			6,147.95		928,519.88				96,819.90		
	MINNESOTA.										
141001	St. Paul and Minneapolis	Northern Pacific Rwy. Co.	12.34	308.66	317,969.95	9.67	1,132.19	40.00	45,287.60	1 line 50 feet.	St. Paul to Helena.
	Minneapolis and Watab		73.98	308.66							Land grant 23.36 miles and 1,113.68 miles.
	Watab and Little Falls		23.36	246.92							
	Little Falls and Staples		34.24	308.66							
	Staples, Minn., and Missoula, Mont.		1,113.68	246.92							
141002	Benson, Minn., and Watertown, S. Dak.	Great Northern Rwy. Co.	92.73	61.56	5,708.45	6					
141003	Moorhead, Minn., and Wahpeton, N. Dak.	do	45.04	184.68	8,317.98	7					
141004	St. Cloud and St. Vincent	do	315.98	160.05	50,572.59	9.80	142.99	40.00	5,719.60	1 line 50 feet.	St. Cloud to Barnesville
											All land grant.
141005	Barnesville, Minn., and Fargo, N. Dak.	do	25.15	120.56	3,032.06	6.30	24.52	40.00	980.80	1 line 50 feet.	
141006	St. Paul and Breckenridge	do	214.16	181.26	38,813.64	20.65	10.44	40.00	417.60	1 line 50 feet.	St. Paul to Minneapolis.
											All land grant.
141007	St. Paul and Duluth	St. Paul and Duluth R. R. Co.	152.28	134.75	20,519.73	22.38					Land grant.
141008	Minneapolis and White Bear Lake.	do	20.00	66.69	2,002.80	22.99					Land grant 12.54 miles.
	White Bear Lake and Stillwater.		12.54	53.35							
141009	St. Paul and Austin	Chicago, Milwaukee and St. Paul Rwy. Co.	100.01	143.64	34,264.96	13.01	41.80	50.00	2,090.00	2 lines 40 feet.	Calmar to North McGregor.
	Austin, Minn., and North McGregor, Iowa.		110.83	179.55							Land grant 100.01 miles.
141010	Hastings, Minn., and Ortonville.	do	202.21	142.27	58,412.56	9.57	256.10	25.00	6,402.50	1 line 40 feet.	Cologne, Minn., and Aberdeen, S. Dak.
	Ortonville and Bowdle, S. Dak.		166.69	177.84							Land grant 202.21 miles.

141012	Austin and Lyle, Lyle, Minn., and Mason City, Iowa.	Chicago, Milwaukee and St. Paul Rwy. Co.	12.18 29.19	126.54 158.18	10,612.12 6,158.58	9.50 13.50	89.50	25.00	995.00	1 line 40 feet.	Austin, Minn., to Mason City, Iowa. Land grant 12.18 miles.
141013	Minneapolis, Minn., and La Crosse, Wis.	....do	142.02	311.40	115,235.02	27.50	10.91 130.33	175.00 190.00	26,766.95	3 lines 60 feet; 1 line 40 feet. 1 line 50 feet and 3 lines 60 feet.	Minneapolis to St. Paul. St. Paul to La Crosse.
141014	St. Peter, Minn., and Watertown, S. Dak. Watertown and Redfield, S. Dak.	Chicago and Northwestern Rwy. Co.	183.95 71.43	113.54 141.93	31,023.74	8.30					Land grant 183.95 miles.
141015	Winona and St. Peter	....do	139.45	142.27	19,839.55	12.34					Land grant.
141016	Sleepy Eye and Redwood Falls.	....do	25.99	45.32	1,177.86	12					
141017	Rochester and Zumbrota	....do	26.18	59.00	1,544.62	12					
141018	Chatfield and Plainview	....do	26.95	49.59	1,336.45	13.30					
141019	Mankato Junction (n. o.) and Mankato.	....do	4.06	44.46	180.50	24					
141020	Worthington, Minn., and Salem, S. Dak.	Chicago, St. Paul, Minneapolis and Omaha Rwy. Co.	102.00	75.24	7,674.48	9.20					
141021	St. Paul, Minn., and Angus, Iowa.	Minneapolis and St. Louis R. R. Co.	270.59	156.47	42,339.21	22.19					
141022	West Wabasha (n. o.) and Zumbrota.	Chicago, Milwaukee and St. Paul Rwy. Co.	59.15	51.30	3,034.39	6					
141023	La Crosse, Wis., and Airlie, Minn. Airlie, Minn., and Flandreau, S. Dak.	....do	301.68 9.01	107.39 134.24	33,606.91	10.16					Land grant 301.68 miles.
141024	Mankato and Wells	....do	38.30	70.97	2,718.15	12					
141025	Minneapolis, Minn., and Sioux City, Iowa.	Chicago, St. Paul, Minneapolis and Omaha Rwy. Co.	279.53	208.62	58,315.54	14.90	10.44 268.80	25.00 65.00	17,733.00	1 line 40 feet. 1 line 40 feet and 1 line 50 feet.	Minneapolis to St. Paul. St. Paul, Minn., to Sioux City, Iowa. All land grant.
141026	Carman (n. o.) and Fosston	Great Northern Rwy. Co.	44.35	49.59	2,199.31	8					
141027	Stillwater and Stillwater Junction (n. o.).	Chicago, St. Paul, Minneapolis and Omaha Rwy. Co.	3.34	67.03	223.88	56					Land grant.
141028	Heron and Pipestone	....do	55.38	46.17	2,556.89	6					
141029	Lake Crystal and Elmore	....do	44.14	76.10	3,359.05	12					
141030	Luverne, Minn., and Doon, Iowa.	....do	28.37	46.17	1,309.84	6					
141031	Tracy, Minn., and Pierre, S. Dak.	Chicago and Northwestern Rwy. Co.	255.50	135.09	34,515.49	10.24					
141032	Reno and Preston	Chicago, Milwaukee and St. Paul Rwy. Co.	57.69	64.98	3,748.69	6					
141033	Wyoming and Taylors Falls.	St. Paul and Duluth R. R. Co.	20.73	76.10	1,577.55	12					
141034	Morris and Brown Valley	Great Northern Rwy. Co.	47.36	50.45	2,389.31	6					
141035	West End Junction (n. o.) and Fond du Lac.	St. Paul and Duluth R. R. Co.	8.76	42.75	374.49	12					

C.—*Railroad Mail Service and railway post-office cars as in operation June 30, 1897*—Continued.

Number of route.	State and termini.	Title of company.	Length of route.	Pay per mile for transportation.	Annual rate of pay for transportation.	Average number of trips per week.	Authorized mileage, railway post-office cars.	Pay per mile for railway post-office cars.	Annual rate of pay for railway post-office cars.	Lines of railway post-office cars authorized.	Remarks.
	MINNESOTA—continued.		*Miles.*	*Dollars.*	*Dollars.*		*Miles.*	*Dollars.*	*Dollars.*		
141036	Carlton and Cloquet	St. Paul and Duluth R. R. Co.	6.62	53.01	350.92	18					
141037	Minneapolis and Cologne	Chicago, Milwaukee and St. Paul Rwy. Co.	32.64	222.30	7,255.87	13	32.60	25.00	815.00	1 line 40 feet	
141038	Hopkins and Morton	Minneapolis and St. Louis R. R. Co.	91.91	119.70	11,001.62	10					
141039	Crookston, Minn., and Devils Lake, N. Dak.	Great Northern Rwy. Co.	114.18	188.10	21,477.25	7	88.65	40.00	3,546.00	1 line 50 feet	Grand Forks, S. Dak., to Devils Lake, N. Dak.
141040	Minneapolis and St. Cloud	do	65.37	139.37	9,110.61	13.70					
141041	Willmar, Minn., and Sioux Fall, S. Dak.	Willmar and Sioux Falls Rwy Co.	147.78	75.24	11,118.96	8.90					
141042	Wadena, Minn., and Milnor, N. Dak.	Northern Pacific Rwy. Co	119.02	53.87	6,411.60	6.31					
141043	Iron and Eveleth	Duluth, Missabe and Northern Rwy. Co.	5.15	42.75	220.16	6					
141044	Mendota and Minneapolis	Chicago, Milwaukee and St. Paul Rwy. Co.	9.20	102.60	943.92	14					Land grant.
141045	Hastings and Stillwater	do	25.92	42.75	1,108.08	7.67					
141046	Brainerd and Little Falls	Northern Pacific Rwy. Co	30.17	56.08	7,867.22	7.49					Land grant 30.17 miles.
	Little Falls and Morris		88.08	70.11							
141047	Sauk Center and Park Rapids.	Great Northern Rwy. Co.	91.97	68.40	6,290.74	6					
141048	Mankato and Red Wing	Wisconsin, Minnesota and Pacific R. R. Co.	95.06	74.39	7,071.51	6					
141049	St. Cloud and Hinckley	Great Northern Rwy. Co.	67.83	50.45	3,422.02	13.60					
141050	Crookston and St. Hilaire	do	28.61	42.75	1,223.07	3					
141051	Rush City, Minn., and Grantsburg, Wis.	St. Paul and Duluth R. R. Co.	17.32	42.75	740.43	6					
141052	Carman (n. o.) and Moorhead	Great Northern Rwy. Co.	67.21	42.75	2,873.22	3					
141053	Morton, Minn., and Watertown, S. Dak.	Wisconsin, Minnesota and Pacific R. R. Co.	123.07	91.49	11,259.67	6					
141054	Duluth and Ely	Duluth and Iron Range R. R. Co.	117.36	69.26	8,128.35	6					
141055	Minneapolis, Minn., and Dubuque, Iowa.	Chicago, Great Western Rwy. Co.	263.70	136.80	36,074.16	16.45					
141056	Glencoe and Hutchinson	Chicago, Milwaukee and St. Paul Rwy. Co.	14.20	46.17	655.61	12					

[illegible]	[illegible] Junction (n. o.) and Hutchinson.	.....do	53.25	44.46	2,368.52	6	.....	.....	.....	.....	
141061	Winnepeg Junction., Minn., and Pembina, N. Dak.	Northern Pacific Rwy. Co...	189.86	92.34	17,531.67	7.08	.....	.....	.....	.....	
141062	Vacant.										
141063	Cheney and Mantorville	Chicago Great Western Rwy. Co.	7.18	.....	.....	6	.....	.....	.....	.....	Pay not fixed.
141064	Red Wing and Zumbrota....	Duluth, Red Wing and Southern R. R. Co.	25.92	69.26	1,795.21	13	.....	.....	.....	.....	
141065	Excelsior and Tonka.....	Minneapolis and St. Louis R. R. Co.	2.00	.....	.....	6	.....	.....	.....	.....	Without expense to Department.
141066	Waysata and Springpark...	Great Northern Rwy. Co ...	7.57	.....	.....	6	.....	.....	.....	.....	Do.
141067	Winthrop and New Ulm....	Minneapolis, New Ulm and Southwestern R. R. Co.	19.21	.....	600.00	6	.....	.....	.....	.....	Agreement.
141068	Spruce Junction (n. o.) and Biwabik.	Duluth, Missabe and Northern Rwy. Co.	13.04	42.75	557.46	6	.....	.....	.....	.....	
141069	Duluth and Deer River	Duluth, Superior and Western Rwy. Co.	108.52	53.01	5,153.68	6	.....	.....	.....	.....	11.30 miles, Duluth to Short Line Park, without compensation.
141070	Minneapolis and St. Cloud..	Great Northern Rwy. Co ...	66.71	228.29	15,229.22	11.94	66.20	40.00	2,648.00	1 line 50 feet..	
141071	New Brighton and St. Anthony Park.	Minnesota Belt Line Rwy. and Transfer Co.	7.51	42.75	321.05	18	.....	.....	.....	.....	
141072	Fertile and Carthage Junction (n. o.).	Northern Pacific Rwy. Co ..	54.99	42.75	2,350.82	3	.....	.....	.....	.....	
141073	Hayfield and Austin.....	Chicago Great Western Rwy. Co.	17.29	42.75	739.14	6	.....	.....	.....	.....	
141074	West End (n. o.), Minn., and West Superior, Wis.	St. Paul and Duluth R. R. Co.	3.70	54.72	202.46	22	.....	.....	.....	.....	
141075	Winona, Minn., and Osage, Iowa.	Winona and Western Rwy. Co.	113.62	71.82	8,160.19	6	.....	.....	.....	.....	
141076	Vacant.										
141077	Vacant.										
141078	Vacant.										
141079	Vacant.										
141080	Allen Junction (n. o.) and Virginia.	Duluth and Iron Range R. R. Co.	26.47	42.75	1,131.59	12	.....	.....	.....	.....	
141081	Duluth and Mount Iron	Duluth, Missabe and Northern Rwy. Co.	74.10	61.56	4,561.59	6	.....	.....	.....	.....	
141082	Hinckley and Duluth.....	Eastern Rwy. Co. of Minnesota.	73.83	50.45	3,724.71	13	.....	.....	.....	.....	
141083	Red Lake Falls and Thief River Falls.	Great Northern Rwy. Co ...	18.30	42.75	782.32	3	.....	.....	.....	.....	
141084	Wolf (n. o.) and Virginia....	Duluth, Missabe and Northern Rwy. Co.	6.31	42.75	269.75	6	.....	.....	.....	.....	
141085	Wolf (n. o.) and Hibbing....	.....do	16.46	42.75	703.66	6	.....	.....	.....	.....	
141086	Vacant.										

C.—*Railroad Mail Service and railway post-office cars as in operation June 30, 1897*—Continued.

Number of route.	States and termini.	Title of company.	Length of route.	Pay per mile for transportation.	Annual rate of pay for transportation.	Average number of trips per week.	Authorized mileage, railway post-office cars.	Pay per mile for railway post-office cars.	Annual rate of pay for railway post-office cars.	Lines of railway post-office cars authorized.	Remarks.
	MINNESOTA—continued.		*Miles.*	*Dollars.*	*Dollars.*		*Miles.*	*Dollars.*	*Dollars.*		
141087	Brainerd and Walker	Brainerd and Northern Minnesota Rwy. Co.	61.34		1,750.57	6					Agreement.
141088	Lyle, Minn., and Manly, Iowa.	Chicago Great Western Rwy. Co.	20.59	42.75	880.22	3					
141089	Winston (n. o) and Eveleth	Duluth and Iron Range R. R. Co.	4.95	42.75	211.61	12					
			8,059.71		1,193,393.11				113,402.05		
	IOWA.										
143001	Burlington, Iowa, and Albert Lea, Minn.	Burlington, Cedar Rapids and Northern Rwy. Co.	253.29	195.80	49,594.18	18.12	252.69	25.00	6,317.25	1 line 40 feet	
143002	Cedar Rapids and Decorah	do	125.66	94.91	11,926.39	6.74					
143003	Vinton, Iowa, and Watertown, S. Dak.	do	374.68	124.83	46,771.80	9.36					
143004	Thornburg and Whatcheer	do	4.58	42.75	195.79	12					
143005	Burlington and Pacific Junction (n. o.).	Chicago, Burlington and Quincy R. R. Co.	276.22	835.16	249,844.56	28.38	294.57	250.00	73,642.50	5 lines 60 feet	Land grant 276.22 miles.
	Pacific Junction (n. o.) and Union Pacific Transfer (n. o.).		18.35	1,043.96							
143006	Bethany Junction (n. o.), Iowa, and Grant City, Mo.	do	45.64	55.58	2,536.67	6					
143007	Creston, Iowa, and Hopkins, Mo.	do	44.99	145.35	6,539.29	13					
143008	Burlington, Iowa, and Carrollton, Mo.	Chicago, Burlington and Kansas City Rwy. Co.	221.10	86.36	19,094.19	7.49					
143009	Villisca, Iowa, and Burlington Junction, Mo.	Chicago, Burlington and Quincy R. R. Co.	36.74	83.79	3,078.44	8.94					
143010	Albia and Mason City	Iowa Central Rwy. Co.	170.08	153.05	26,030.74	12	145.80	25.00	3,632.50	1 line 40 feet	Oskaloosa and Mason City.
143011	Keokuk and Burlington	St. Louis, Keokuk and Northwestern R. R. Co.	43.08	220.59	9,491.95	20.50	43.08	25.00	1,075.75	1 line 40 feet	
143012	Clinton, Iowa, and La Crosse, Wis.	Chicago, Milwaukee and St. Paul Rwy. Co.	170.46	158.18	28,827.48	18.01	96.20	25.00	2,455.00	1 line 40 feet	Sabula Junction to North McGregor.
			10.78	126.54							Land grant 10.78 miles from near Dubuque to Tete des Morts.

												City.
143014	Davenport and Union Pacific Transfer (n. o.).	Chicago, Rock Island and Pacific Rwy. Co.	317.96	194.94	61,961.17	20.94	263.98	80.00	26,503.40	2 lines 50 feet.	Iowa City to Union Pacific Transfer (n. o).	
											All land grant.	
143015	Summerset Junction (n. o.) and Indianola.	.....do	6.63	56.43	374.13	12	.....	.....	.....	.....		
143016	Washington and Knoxville.	.....do	78.90	65.84	5,194.77	10.06	.....	.....	.....	.....		
143017	Davenport, Iowa, and Leavenworth, Kans.	.....do	336.16	180.41	60,646.62	18.18	233.70	25.00	5,842.50	1 line 40 feet..	Davenport to Trenton.	
143018	Davenport and Maquoketa..	Chicago, Milwaukee and St. Paul Rwy. Co.	43.96	53.87	2,368.12	21.54	.....	.....	.....	.....		
143019	Keokuk and Des Moines ...	Chicago, Rock Island and Pacific Rwy. Co.	166.78	90.63	15,115.27	9.70	.....	.....	.....	.....		
143020	Farley and Paralta.....	Chicago, Milwaukee and St. Paul Rwy. Co.	43.86	127.40	5,587.76	13.27	.....	.....	.....	.....		
143021	Dubuque and Sioux City....	Illinois Central R. R. Co	327.11	168.95	55,265.23	17.23	326.23	50.00	16,344.00	2 lines 40 feet.	Land grant.	
143022	Waterloo, Iowa, and Lyle, Minn.	.....do	81.01	88.92	7,203.40	10.30	.....	.....	.....	.....		
143023	Beulah and Elkader.....	Chicago, Milwaukee and St. Paul Rwy. Co.	19.56	42.75	836.19	6	.....	.....	.....	.....		
143024	Clinton and Lyons	Chicago and Northwestern Rwy. Co.	3.05	57.45	5,132.23	6	.....	.....	.....	.....	Land grant 9.05 miles.	
	Lyons and Anamosa		69.02	71.82								
143025	Calmar and Sheldon	Chicago, Milwaukee and St. Paul Rwy. Co.	210.79	125.17	48,179.29	10.92	174.50	50.00	9,372.50	2 lines 40 feet.	Calmar to Spencer.	
	Sheldon and Running Water		139.29	156.47			35.90	25.00		1 line 40 feet..	Spencer to Sanborn.	
											Land grant 210.17 miles.	
143026	Conover and Decorah	.....do	9.37	145.35	1,361.92	19	.....	.....	.....	.....		
143027	Davenport and Calmar.....	.....do	165.66	92.34	15,297.04	11.39	.....	.....	.....	.....		
143028	Savanna, Ill., and Union Pacific Transfer (n. o.), Iowa.	.....do	351.50	176.13	61,909.69	14.49	2.60	25.00	65.00	1 line 40 feet..	Savanna to Sabula Junction (n. o.).	
143029	Missouri Valley and Sioux City.	Sioux City and Pacific R. R. Co.	76.36	245.39	18,737.98	20.44	5.91	80.00	3,262.80	2 lines 50 feet.	Missouri Valley to California.	
							69.75	40.00		1 line 50 feet..	California to Sioux City.	
143030	Des Moines and Jewell.....	Chicago and Northwestern Rwy. Co.	59.35	182.97	10,859.26	32	.....	.....	.....	.....		
143031	Des Moines and Ruthven...	Chicago, Rock Island and Pacific Rwy. Co.	138.02	102.60	14,160.85	10.32	.....	.....	.....	.....		
143032	Grinnell and Montezuma....	Iowa Central Rwy. Co.....	17.50	42.75	748.12	12	.....	.....	.....	.....		
143033	Albia and Des Moines	Chicago, Burlington and Quincy R. R. Co.	68.41	135.09	9,241.50	10	.....	.....	.....	.....		
143034	Elk Point, S. Dak., and Sioux Falls, S. Dak.	Chicago Milwaukee and St. Paul Rwy. Co.	70.59	94.91	6,699.69	6.81	.....	.....	.....	.....		
143035	Burlington and Washington.	Burlington and Northwestern Rwy. Co.	52.78	70.97	3,745.79	6	.....	.....	.....	.....		

C.—*Railroad Mail Service and railway post-office cars as in operation June 30, 1897*—Continued.

Number of route.	State and termini.	Title of company.	Length of route.	Pay per mile for transportation.	Annual rate of pay for transportation.	Average number of trips per week.	Authorized mileage, railway post-office cars.	Pay per mile for railway post-office cars.	Annual rate of pay for railway post-office cars.	Lines of railway post-office cars authorized.	Remarks.
	IOWA—continued.		*Miles.*	*Dollars.*	*Dollars.*		*Miles.*	*Dollars.*	*Dollars.*		
143036	Newton and Monroe	Chicago, Rock Island and Pacific Rwy. Co.	18.07	42.75	772.49	12					
143037	Ellsworth, Minn., and Sioux Falls, S. Dak.	Burlington, Cedar Rapids and Northern Rwy. Co.	42.94	44.46	1,909.11	6					
143038	Maple River and Onawa	Chicago and Northwestern Rwy. Co.	81.34	144.50	11,753.63	13.27					
143039	Turkey River and West Union.	Chicago, Milwaukee and St. Paul Rwy. Co.	58.32	62.42	3,640.33	6					
143040	Waukon Junction and Waukon.	do	23.02	48.74	1,121.99	6					
143041	Creston and Cumberland	Chicago, Burlington and Quincy R. R. Co.	48.24	66.69	3,217.12	6					
143042	Chariton and Indianola	do	34.07	52.16	1,777.09	6					
143043	Hastings and Sidney	do	22.23	45.32	1,007.46	6					
143044	Atlantic and Audubon	Chicago, Rock Island and Pacific Rwy. Co.	26.00	64.13	1,667.38	12					
143045	Avoca and Harlan	do	14.10	46.17	650.99	12					
143046	Des Moines and Fonda	Des Moines Northern and Western R. R. Co.	113.80	96.62	10,995.35	12					
143047	Marion, Iowa, and Kansas City, Mo.	Chicago, Milwaukee and St. Paul Rwy. Co.	303.53	121.41	36,851.57	8.32	13.55	25.00	338.75	1 line 40 feet	Hedrick to Ottumwa.
143048	Ives and Iowa Junction (n. o.).	Burlington, Cedar Rapids and Northern Rwy. Co.	20.86	72.68	1,516.10	19.28					
143049	Belle Plaine and Muchakinock.	Chicago and Northwestern Rwy. Co.	64.69	69.26	4,480.42	6					
143050	Wall Lake and Sac City	do	14.18	100.89	1,430.62	9					
143051	Sumner and Hampton	Chicago Great Western Rwy. Co.	64.24	78.66	5,053.11	12					
143052	Eagle Grove, Iowa, and Elmore, Minn.	Chicago and Northwestern Rwy. Co.	66.55	77.81	5,178.25	11.37					
143053	Bellevue and Cascade	Chicago, Milwaukee and St. Paul Rwy. Co.	36.29	48.74	1,768.77	6					
143054	Atlantic and Griswold	Chicago, Rock Island and Pacific Rwy. Co.	15.15	46.17	699.47	12					
143055	Red Oak and Griswold	Chicago, Burlington and Quincy R. R. Co.	18.83	52.16	981.65	12					
143056	Wilson Junction (n. o.) and Cedar Falls.	Chicago Great Western Rwy. Co.	7.80	42.75	333.62	18					

143057	Dows and Forest City	Burlington, Cedar Rapids and Northern Rwy. Co.	45.41	64.12	2,912.14	6					
143058	Hastings and Carson	Chicago, Burlington and Quincy R. R. Co.	16.47	43.61	718.26	6					
143059	Menlo and Guthrie Center	Chicago, Rock Island and Pacific Rwy. Co.	15.03	54.73	821.89	13					
143060	Harvey and Des Moines	Wabash R. R. Co.	43.63	136.80	5,967.21	7					
143061	Fraser and Fraser Junction (n. o.)	Boone Valley Coal and Railway Co.	4.00	42.75	171.00	6					
143062	Mount Zion and Keosauqua	Chicago, Rock Island and Pacific Rwy. Co.	5.10	42.75	218.02	13					
143063	Avoca and Carson	do	17.72	49.59	878.73	12					
143064	Fort Madison and Othumwa	Chicago, Fort Madison and Des Moines Rwy. Co.	71.33	66.60	4,760.33	6					
143065	Muscatine and Montezuma	Burlington, Cedar Rapids and Northern Rwy. Co.	88.29	82.94	7,322.77	6.08					
143066	Jewell and Carnarvon	Chicago and Northwestern Rwy. Co.	73.71	129.11	9,516.69	6					
143067	Vanwert and Shenandoah	Hunneston and Shenandoah R. R. Co.	97.21	76.95	7,480.30	6					
143068	Newburg and State Center	Iowa Central Rwy. Co	26.90	42.75	1,149.97	6					
143069	Des Moines and Oelwein	Chicago Great Western Rwy. Co.	132.10	118.85	15,689.88	14.18					
143070	Tama, Iowa, and Iroquois, S. Dak.	Chicago and Northwestern Rwy. Co.	369.57	138.51	51,189.14	9.08					
143071	Carroll and Kirkman	do	35.04	59.00	2,067.36	12					
143072	Clinton and Ives	Burlington, Cedar Rapids and Northern Rwy. Co.	60.59	52.16	3,629.61	6					
143073	Pacific Junction, Iowa, and East Plattsmouth (n. o.), East Plattsmouth (n. o.) and Plattsmouth, Nebr.	Chicago, Burlington and Quincy R. R. Co.	8.30 2.21	244.19 305.24	1,480.40	27	4.91	40.00	196.40	1 line 50 feet	Land grant 3.30 miles.
143074	Red Oak, Iowa, and Nebraska City, Nebr.	do	53.29	122.27	6,515.76	8.64					
143075	Webster City and Lehigh	Webster City and Southwestern R. R. Co.	16.58	42.75	708.79	6					
143076	Des Moines and Winterset	Chicago, Rock Island and Pacific Rwy. Co.	42.94	82.94	3,561.44	13					
143077	California, Iowa, and Fremont, Nebr.	Sioux City and Pacific R. R. Co.	31.88	221.45	7,059.82	18.10	31.33	40.00	1,253.20	1 line 50 feet	California, Iowa, to Fremont, Nebr.
143078	Hampton and Belmond	Iowa Central Rwy. Co	22.76	42.75	972.90	6					
143079	Marshalltown and Story City	do	39.23	43.61	1,710.82	6					
143080	Manning and Audubon	Chicago and Northwestern Rwy. Co.	17.86	47.88	855.18	13					
143081	Des Moines and Boone	Des Moines, Northern and Western R. R. Co.	42.93	49.59	2,128.89	9.82					
143082	Winfield and Oskaloosa	Burlington and Western Rwy. Co.	71.83	64.98	4,635.03	6					
143083	Clarinda and Northboro	Chicago, Burlington and Quincy R. R. Co.	18.62	64.13	1,206.92	6					

C.—*Railroad Mail Service and railway post-office cars as in operation June 30, 1897*—Continued.

Number of route.	State and termini.	Title of company.	Length of route.	Pay per mile for transportation.	Annual rate of pay for transportation.	Average number of trips per week.	Authorized mileage, railway post-office cars.	Pay per mile for railway post-office cars.	Annual rate of pay for railway post-office cars.	Lines of railway post-office cars authorized.	Remarks.
	IOWA—continued.		*Miles.*	*Dollars.*	*Dollars.*		*Miles.*	*Dollars.*	*Dollars.*		
143084	Des Moines, Iowa, and Cainesville, Mo.	Des Moines and Kansas City Rwy. Co.	112.41	76.10	8,554.40	8.41					
143085	Lake Park, Iowa, and Worthington, Minn.	Burlington, Cedar Rapids and Northern Rwy. Co.	18.72	47.88	896.31	6					
143086	East Dubuque, Ill., and Dubuque, Iowa.	Chicago, Burlington and Northern R. R. Co.	1.75	78.66	137.65	18					
143087	Vacant.										
143088	Eldora Junction and Alden.	Chicago, Iowa and Dakota Rwy. Co.	26.42	49.59	1,310.16	12					
143089	Sac City and Moville	Chicago and Northwestern Rwy. Co.	67.19	77.81	5,228.05	9					
143090	Wilton Junction and Muscatine.	Chicago, Rock Island and Pacific Rwy. Co.	12.64	56.43	713.27	15					
143091	New Sharon and Newton	Iowa Central Rwy. Co	31.11	42.75	1,329.95	6					
143092	Vacant.										
143093	Centerville and Albia	Albia and Centerville Rwy. Co.	25.77	45.32	1,167.89	12					
143094	Waverly Junction (n. o.) and Waverly.	Burlington, Cedar Rapids and Northern Rwy. Co.	6.13	65.84	403.59	25					
143095	Vacant.										
143096	Spencer and Spirit Lake	Chicago, Milwaukee and St. Paul Rwy. Co.	21.87	42.75	934.94	6					
143097	Mason City and Fort Dodge.	Mason City and Fort Dodge R. R. Co.	73.27	53.01	3,884.04	11					
143098	Sioux City and Manilla	Chicago, Milwaukee and St. Paul Rwy. Co.	90.39	133.38	12,056.21	18					
143099	Cherokee and Onawa	Illinois Central R. R. Co.	66.08	47.88	3,163.91	7.07					
143100	Cherokee, Iowa, and Sioux Falls, S. Dak.	do	97.35	100.89	9,821.64	7					
143101	Cedar Rapids and Manchester.	do	42.34	83.94	3,511.67	13.50					
143102	Vacant.										
143103	Des Moines, Iowa, and St. Joseph, Mo.	Chicago Great Western Rwy. Co.	159.10	112.86	17,956.07	15.55					
143104	Fort Dodge and Lehigh	Mason City and Fort Dodge R. R. Co.	14.99	42.75	640.82	6					
143105	Ottumwa and Evans	Wabash R. R. Co.	28.56	62.42	1,782.71	7					Lap. over 143010.

143106	Evans and Harvey	do									
143107	Tara and Fort Dodge	Chicago, Rock Island and Pacific Rwy. Co.	10.28 6.39	76.66 42.75	808.62 273.17	7 12					Lap, over mesne.
143108	Malvern and Tabor	Tabor and Northern Rwy. Co.	9.56	45.32	433.25	12					
143109	Sioux City, Iowa, and Garretson, S. Dak.	Sioux City and Northern R. R. Co.	97.40	85.50	8,327.70	10.54					
143110	Vacant.										
143111	Davenport and Bennett	Burlington, Cedar Rapids and Northern Rwy. Co.	31.95	42.75	1,365.86	6					
143112	Forest City and Armstrong	do	47.34	47.88	2,266.64	6					
143113	Vacant.										
143114	Vacant.										
143115	Vacant.										
143116	Vacant.										
			8,325.29		1,193,638.16				150,301.55		
	MISSOURI.										
145001	St. Louis and Pacific Pacific, Mo., and Atchison, Kans.	Missouri Pacific Rwy Co	36.80 298.86	654.59 818.24	264,536.91	28.97	2.88 280.22	375.00 250.00	71,125.00	3 lines 40 feet and 6 lines 60 feet. 2 lines 40 feet and 4 lines 60 feet.	St. Louis to Tower Grove (n. o.). Tower Grove (n. o.) to Kansas City. Land grant, 26.80 miles.
145002	St. Louis and Poplar Bluff Poplar Bluff, Mo., and Texarkana, Ark.	St. Louis, Iron Mountain and Southern Rwy. Co.	168.65 324.28	517.28 413.83	221,496.06	24.22	486.10	125.00	60,762.50	1 line 40 feet and 2 lines 60 feet.	Oak Hill Junction (n. o.) to Texarkana. Land grant, 324.28 miles.
145003	St. Louis and Pacific Pacific, Mo., and Vinita, Ind. T.	St. Louis and San Francisco Rwy. Co.	84.10 325.74	271.69 217.51	80,123.14	13.62	281.98	80.00	22,554.40	2 lines 50 feet.	St. Louis to Monett. Land grant, 325.74 miles.
145004	St. Louis and Kansas City	Wabash R. R. Co	276.77	370.22	102,465.78	24.20	186.94 89.83	100.00 60.00	24,063.80	2½ lines 50 feet. 1½ lines 50 feet.	St. Louis to Brunswick. Brunswick to Kansas City.
145005	Quincy, Ill., and Palmyra Junction (n. o.), Mo. Palmyra Junction (n. o.) and St. Joseph.	Hannibal and St. Joseph R. R. Co.	14.67 191.44	283.86 227.08	47,636.41	25.47	170.81	80.00	13,664.80	2 lines 50 feet.	Quincy, Ill., to Cameron, Mo. Land grant, 191.44 miles.
145006	Kansas City, Mo., and Union Pacific Transfer (n. o.), Iowa.	Kansas City, St. Joseph and Council Bluffs R. R. Co.	192.44	325.76	62,689.25	25.90	97.53 94.92	75.00 50.00	12,060.00	3 lines 40 feet. 2 lines 40 feet.	Kansas City to Napier. Napier, Mo., to Union Pacific Transfer (n. o.), Iowa.
145007	Moberly, Mo., and Ottumwa, Iowa.	Wabash R. R. Co	130.80	173.57	22,702.95	13					
145008	Versailles and Boonville	Missouri Pacific Rwy Co	44.01	65.84	2,897.61	9.45					
145009	Centralia and Columbia	Wabash R. R. Co	22.25	82.94	1,845.41	17					

C.—*Railroad Mail Service and railway post-office cars as in operation June 30, 1897*—Continued.

Number of route.	State and termini.	Title of company.	Length of route.	Pay per mile for transportation.	Annual rate of pay for transportation.	Average number of trips per week.	Authorized mileage, railway post-office cars.	Pay per mile for railway post-office cars.	Annual rate of pay for railway post-office cars.	Lines of railway post-office cars authorized.	Remarks.
	MISSOURI—continued.		*Miles.*	*Dollars.*	*Dollars.*		*Miles.*	*Dollars.*	*Dollars.*		
145010	Kansas City and Cameron ..	Hannibal and St. Joseph R. R. Co.	54.96	258.21	14,191.22	27	54.81	80.00	4,384.80	2 lines 50 feet..	Kansas City to Cameron.
145011	Sedalia, Mo., and Parsons, Kans.	Missouri, Kansas and Texas Rwy. Co.	161.02	268.47	115,704.51	14	435.09	65.00	28,280.85	1 line 40 feet and 1 line 50 feet.	Sedalia, Mo., to Denison, Tex.
	Parsons, Kans., and Chetopa, Kans.		23.61	214.77							Land grant, 23.61 miles.
	Chetopa, Kans., and Denison, Tex.		251.07	268.47							
145012	St. Joseph and Henry.....	Atchison, Topeka and Santa Fe Rwy. Co.	73.25	64.13	4,697.52	7	.....	.....	.....	.....	
145013	Brunswick and Pattonsburg.	Wabash R. R. Co.....	79.96	241.11	19,279.15	13	79.33	40.00	3,175.20	1 line 50 feet..	
145014	Hannibal and Sedalia.....	Missouri, Kansas and Texas Rwy. Co.	144.02	161.60	23,273.63	14	.....	.....	.....	.....	
145015	Keokuk, Iowa, and Vanwert, Iowa.	Keokuk and Western R. R. Co.	148.92	117.14	17,444.48	11.31	.....	.....	.....	.....	
145016	Atchison and St. Joseph	Missouri Pacific Rwy. Co ...	22.26	6.84	152.25	7	.....	.....	.....	.....	Lap over 145030.
145017	Memphis, Tenn., and Fort Scott, Kans.	Kansas City, Fort Scott and Memphis R. R. Co.	385.30	173.57	66,876.52	14	103.40	25.00	2,585.00	1 line 40 feet..	Springfield, Mo., to Fort Scott, Kans.
145018	Mount Pleasant, Iowa, and St. Louis, Mo.	St. Louis, Keokuk and Northwestern R. R. Co.	228.29	248.81	56,800.83	33.89	178.47	25.00	4,461.75	1 line 40 feet..	Keokuk to St. Louis.
145019	Quincy, Ill., and Trenton, Mo.	Quincy, Omaha and Kansas City Rwy. Co.	139.59	91.49	12,771.08	10.11	.....	.....	.....	.....	
145020	Pierce City, Mo., and Wichita, Kans.	St. Louis and San Francisco R. R. Co.	218.31	163.31	35,652.20	14	.....	.....	.....	.....	
145021	Mexico and Cedar City.....	Chicago and Alton R. R. Co.	50.34	72.66	3,658.71	6	.....	.....	.....	.....	
145022	Wann (n. o.) and Kansas City.	.....do	301.15	171.86	51,755.63	20.64	.....	.....	.....	.....	
145023	Cuba and Salem.....	St. Louis and San Francisco R. R. Co.	40.45	52.16	2,109.87	6	.....	.....	.....	.....	
145024	Holden, Mo., and Paola, Kans.	Missouri, Kansas and Texas Rwy. Co.	54.83	72.68	3,985.04	7	.....	.....	.....	.....	
145025	Salisbury and Glasgow.....	Wabash R. R. Co.....	14.95	42.75	639.11	7	.....	.....	.....	.....	
145026	Crystal City and Silica.....	Crystal Rwy. Co	3.60	42.75	153.90	6	.....	.....	.....	.....	
145027	Cairo, Ill., and Poplar Bluff..	St. Louis, Iron Mountain and Southern Rwy. Co.	73.77	90.97	6,710.85	8.17	.....	.....	.....	.....	Land grant.
145028	St. Joseph and Hopkins.....	Kansas City, St. Joseph and Council Bluffs R. R. Co.	59.72	140.22	8,373.93	13	.....	.....	.....	.....	

145029	Hannibal and Gilmore	St. Louis and Hannibal Rwy. Co.	86.80	77.81	6,715.00	12.97				
145030	St. Joseph, Mo., and Atchison, Kans.	Hannibal and St. Joseph R. R. Co.	22.74	118.85	2,702.64	14				
145031	Vacant.									
145032	Rushville and Atchison Junction.	Chicago, Rock Island and Pacific Rwy. Co.	24.30	42.75	1,038.82	6				
145033	Independence and Sedalia	Missouri Pacific Rwy. Co.	90.08	107.73	9,704.31	14				
145034	Bismarck, Mo., and Columbus, Ky.	St. Louis, Iron Mountain and Southern Rwy. Co.	120.81	128.96	15,700.46	7				
145035	Neelyville and Doniphan	do	19.92	46.17	919.70	6				
145036	Vacant.									
145037	Chariton, Iowa, and St. Joseph, Mo.	Chicago, Burlington and Quincy R. R. Co.	144.19	143.64	20,711.45	7.93				
145038	Springfield and Bolivar	St. Louis and San Francisco R. R. Co.	39.61	58.85	2,370.65	7				
145039	Monett, Mo., and Fort Smith, Ark.	do	134.04	182.97	24,525.29	14				
145040	Pleasant Hill and Joplin	Missouri Pacific Rwy. Co.	133.69	178.70	23,890.40	21				
145041	Miami, Kans., and Carbon Center, Mo.	Kansas City, Fort Scott and Memphis R. R. Co.	24.08	42.75	1,029.42	10.78				
145042	Sedalia and Warsaw	Sedalia, Warsaw and Southwestern Rwy. Co.	43.13	61.56	2,654.46	7				
145043	Union Station, St. Louis, Mo., and Granite, Ill.	St. Louis Merchants' Bridge Terminal Rwy. Co.	9.53	166.73	1,587.36	33				
145044	Bigelow and Burlington Junction.	Kansas City, St. Joseph and Council Bluffs R. R. Co.	32.23	76.95	2,479.32	6				
145045	Cape Girardeau and Hunter.	St. Louis, Cape Girardeau and Fort Smith Rwy. Co.	96.09	42.75	4,107.84	7.31				
145046	Corning, Mo., and Northboro, Iowa.	Kansas City, St. Joseph and Council Bluffs R. R. Co.	27.80	64.98	1,806.44	7.99				
145047	Jefferson City and Bagnell	Missouri Pacific Rwy. Co.	45.43	52.16	2,369.10	6				
145048	Allenville and Jackson	St. Louis, Iron Mountain and Southern Rwy. Co.	16.38	53.01	868.30	9				
145049	Mineral and Potosi	do	4.12	43.61	179.67	18				
145050	Palmyra and Hannibal	Hannibal and St. Joseph R. R. Co.	15.06	131.32	1,976.96	17.50				Land grant.
145051	Cairo, Ill., and Texarkana, Ark.	St. Louis Southwestern Rwy. Co.	424.00	152.19	64,528.56	11.13	424.00	25.00	10,600.00	1 line 40 feet. Cairo, Ill., to Texarkana, Ark.
145052	Pawpaw (n. o.) and New Madrid.	do	6.15	47.03	289.23	14				
145053	Springfield and Chadwick	St. Louis and San Francisco R. R. Co.	35.99	50.14	2,092.45	7				
145054	Oronogo, Mo., and Galena, Kans.	do	19.23	59.85	1,150.91	18				
145055	Kansas City and Osceola	Kansas City, Osceola and Southern Rwy. Co.	111.90	67.55	7,558.84	7				
145056	Ash Grove, Mo., and Olathe, Kans.	Kansas City, Clinton and Springfield Rwy. Co.	155.92	103.46	16,131.48	9.94				
145057	Altamont and Rushville	Chicago, Rock Island and Pacific Rwy. Co.	65.10	137.66	8,961.66	11.26				

C.—*Railroad Mail Service and railway post-office cars as in operation June 30, 1897*—Continued.

Number of route.	State and termini.	Title of company.	Length of route.	Pay per mile for transportation.	Annual rate of pay for transportation.	Average number of trips per week.	Authorized mileage, railway post-office cars.	Pay per mile for railway post-office cars.	Annual rate of pay for railway post-office cars.	Lines of railway post-office cars authorized.	Remarks.
	MISSOURI—continued.		*Miles.*	*Dollars.*	*Dollars.*		*Miles.*	*Dollars.*	*Dollars.*		
145058	Nevada, Mo., and Chetopa, Kans.	Missouri Pacific Rwy. Co...	76.23	90.63	6,908.72	7					
145059	Boonville and Myrick Station (n. o.).	.....do	80.96	55.58	4,499.75	8.49					
145060	Cameron and Kansas City..	Chicago, Rock Island and Pacific Rwy. Co.	54.74	17.96	983.13	13					Lap over 145018.
145061	Pattonsburg, Mo., and Council Bluffs, Iowa.	Omaha and St. Louis Rwy. Co.	144.71	217.17	31,426.67	7	144.60	25.00	3,615.00	1 line 40 feet..	
145062	St. Louis and Union.....	St. Louis, Kansas City, and Colorado R. R. Co.	60.15	56.43	3,394.26	7.96					
145063	Vacant.										
145064	Napier, Mo., and Rulo, Nebr.	Burlington and Missouri River R. R. Co. in Nebraska.	9.50	184.68	1,754.46	7	9.50	25.00	237.50	1 line 40 feet..	
145065	Vacant.										
145066	Willow Springs and Grandin.	Current River R. R. Co.....	80.81	56.43	4,560.10	6					
145067	St. Joseph, Mo., and Atchison, Kans.	Atchison, Topeka and Santa Fe Rwy. Co.	21.21	49.59	1,051.80	14					
145068	Wabash, Chester, and Western R. R. Depot in Chester, Ill., and Perryville, Mo.	Chester, Perryville, Ste. Genevieve and Farmington R. R. Co.	19.56	42.75	836.19	6					
145069	Cassville and Exeter.....	Cassville and Western Rwy. Co.	4.60	51.30	235.98	6					
145070	Tower Grove Station (n. o.) and Oak Hill Junction (n. o.).	St. Louis, Oak Hill and Carondelet Rwy. Co.	7.10	611.33	4,340.44	31.50	7.10	125.00	887.50	2 lines 60 feet and 1 line 40 feet.	
145071	Riverside Station (n. o.) and Doe River.	Mississippi River and Boune Terre Rwy. Co.	47.54	66.69	3,170.44	13.66					
145072	Delta (n. o.) and Malden.....	St. Louis Southwestern Rwy. Co.	51.83	94.91	4,919.13	7					
145073	Harlem and Smithville.....	Kansas City and Northern Connecting R. R. Co.	21.40	49.59	1,061.22	13					
145074	St. Louis (Union Depot), Mo., and Bridge Junction, East St. Louis, Ill.	Terminal R. R. Association of St. Louis.	4.04	.....	25,000.00	289					
145075	Rich Hill, Mo., and Fort Scott, Kans.	Fort Scott Central Rwy. Co.	27.25	125.69	3,427.62	7					

147020	Pine Bluff and English	Pine Bluff and Eastern R. R. Co.	30.34	42.75	1,297.03	6					
147021	Fayetteville and St. Paul	St. Louis and San Francisco R. R. Co.	35.51	42.75	1,518.05	7					
147022	Daleville and Sparkman	Ultima Thule, Arkadelphia and Mississippi Rwy. Co.	21.28	42.75	909.72	6					
147023	Bald Knob, Ark., and Memphis, Tenn.	St. Louis, Iron Mountain and Southern Rwy. Co.	91.28	100.04	9,131.65	17.54					
147024	Jenson and Mansfield	St. Louis and San Francisco R. R. Co.	18.28	69.26	1,266.07	13					
147025	Fort Smith and Greenwood	St Louis, Iron Mountain and Southern Rwy. Co.	19.24	42.75	822.51	6					
147026	Little Rock and Altheimer	St. Louis Southwestern Rwy. Co.	44.36	42.75	1,896.39	6					
147027	McGehee, Ark., and State Line (n. o.), La.	St. Louis, Iron Mountain and Southern Rwy. Co.	45.99	76.10	3,499.83	7					
147028	Brinkley and Pine City (n. o.).	Brinkley, Helena and Indian Bay R. R. Co.	25.00	42.75	1,068.75	6					
147029	Texarkana and Doddridge	Texarkana and Shreveport R. R. Co.	27.74	42.75	1,185.88	6					
147030	Stuttgart and Dewitt	Stuttgart and Arkansas River R. R. Co.	25.98	42.75	1,110.64	6					
147031	Paragould, Ark., and Cardwell, Mo.	Paragould Southeastern Rwy. Co.	12.03	.....	500.00	6					Agreement.
147032	Texarkana, Ark., and Shreveport, La.	Kansas City, Pittsburg and Gulf R. R. Co.	72.00	.....	2,000.00	6					Do.
147033	Texarkana and Horatio	do	44.21	42.75	1,889.97	8					
147034	Eldorado and Junction	Arkansas Southern R. R. Co	17.70	42.75	756.67	6					
147035	Coats (n. o.) and Gregory	White and Black River Valley Rwy. Co.	6.01	42.75	256.93	6					
147036	Sulphur Springs and Siloam Springs.	Kansas City, Pittsburg and Gulf R. R. Co.	25.22	64.13	1,617.35	13					
147037	Antoine and Pike	Southwestern Arkansas and Indian Territory R. R. Co.	13.02	.....	400.00	6					Do.
147038	Pocahontas and Hoxie	Hoxie, Pocahontas and Northern R. R. Co.	15.10	.....	645.52	6					Do.
147039	White Cliffs and Wilton	Kansas City, Pittsburg and Gulf R. R. Co.	7.15	.....	305.66	6					Do.
			1,724.34		134,765.94						
	LOUISIANA.										
149001	State Line (n. o.) and Blanks-ton.	St. Louis, Iron Mountain and Southern Rwy. Co.	70.16	75.24	5,278.83	7					
149002	New Orleans and Shreveport.	Texas and Pacific Rwy. Co.	324.82	153.55	55,466.84	15.79					Not land grant.
	Shreveport and State Line (n. o.).		19.30	122.44							Land grant.
	State Line (n. o.) and Marshall, Tex.		22.15	153.55							Not land grant.

C.—Railroad Mail Service and railway post-office cars as in operation June 30, 1897—Continued.

Number of route.	State and termini.	Title of company.	Length of route.	Pay per mile for transportation.	Annual rate of pay for transportation.	Average number of trips per week.	Authorized mileage, railway post-office cars.	Pay per mile for railway post-office cars.	Annual rate of pay for railway post-office cars.	Lines of railway post-office cars authorized.	Remarks.
	ARKANSAS.		*Miles.*	*Dollars.*	*Dollars.*		*Miles.*	*Dollars.*	*Dollars.*		
147001	Memphis, Tenn., and Hopefield, Ark.	Little Rock and Memphis R. R. Co.	1.00	157.32	16,920.54	14					Not land grant.
	Hopefield and Little Rock		133.20	125.85							Land grant.
147002	Helena and Clarendon	Arkansas Midland R. R. Co.	49.50	48.74	2,412.63	6					
147003	Little Rock and Fort Smith.	Little Rock and Fort Smith Rwy. Co.	166.39	108.76	18,096.57	14					Land grant.
147004	Trippe and Warren	St. Louis, Iron Mountain and Southern Rwy. Co.	49.30	47.88	2,360.48	6					
147005	Malvern and Hot Springs	Hot Springs R. R. Co.	22.41	117.99	2,644.15	24.50					
147006	Brinkley and Jacksonport	White and Black River Valley Rwy. Co.	60.92	42.75	2,604.33	7					
147007	Little Rock and Arkansas City.	St. Louis, Iron Mountain and Southern Rwy. Co.	113.97	98.33	11,206.67	9.65					
147008	Dewitt and Gillett	Stuttgart and Arkansas River R. R. Co.	17.55	.....	425.00	6					Agreement.
147009	Nashville and Hope	Arkansas and Louisiana Rwy. Co.	25.70	75.24	1,933.66	13					
147010	Gurdon and Eldorado	St. Louis, Iron Mountain and Southern Rwy. Co.	66.65	49.59	3,305.17	7					
147011	Searcy and West Point	Searcy and West Point R. R. Co.	8.47	47.03	398.34	17.98					
147012	Knobel and Helena	St. Louis, Iron Mountain and Southern Rwy. Co.	140.79	85.50	12,037.54	7					
147013	Seligman, Mo., and Eureka Springs, Ark.	Eureka Springs Rwy. Co.	19.29	78.66	1,517.35	14					
147014	Newport and Cushman	St. Louis, Iron Mountain and Southern Rwy. Co.	42.27	65.84	2,783.05	6					
147015	McNeil and Magnolia	St. Louis Southwestern Rwy. Co.	6.73	47.88	322.23	14					
147016	Russellville and Dardanelle.	Dardanelle and Russellville Rwy. Co.	5.10	53.87	274.73	14					
147017	Smithton and Antoine	Southwestern Arkansas and Indian Territory R. R. Co.	21.17	42.75	905.02	6					
147018	Rogers and Bentonville	Bentonville R. R. Co.	7.05	53.01	373.72	13					
147019	Fort Smith, Ark., and Paris, Tex.	St. Louis and San Francisco R. R. Co.	169.44	130.82	22,166.14	14					

147020	Pine Bluff and English	Pine Bluff and Eastern R. R. Co.	30.34	42.75	1,297.03	6					
147021	Fayetteville and St. Paul	St. Louis and San Francisco R. R. Co.	35.51	42.75	1,518.05	7					
147022	Daleville and Sparkman	Ultima Thule, Arkadelphia and Mississippi Rwy. Co.	21.28	42.75	909.72	6					
147023	Bald Knob, Ark., and Memphis, Tenn.	St. Louis, Iron Mountain and Southern Rwy. Co.	91.28	100.04	9,131.65	17.54					
147024	Jenson and Mansfield	St. Louis and San Francisco R. R. Co.	18.28	69.26	1,266.07	13					
147025	Fort Smith and Greenwood	St Louis, Iron Mountain and Southern Rwy. Co.	19.24	42.75	822.51	6					
147026	Little Rock and Altheimer	St. Louis Southwestern Rwy. Co.	44.36	42.75	1,896.39	6					
147027	McGehee, Ark., and State Line (n. o.), La.	St. Louis, Iron Mountain and Southern Rwy. Co.	45.99	76.10	3,499.83	7					
147028	Brinkley and Pine City (n. o.).	Brinkley, Helena and Indian Bay R. R. Co.	25.00	42.75	1,068.75	6					
147029	Texarkana and Doddridge	Texarkana and Shreveport R. R. Co.	27.74	42.75	1,185.88	6					
147030	Stuttgart and Dewitt	Stuttgart and Arkansas River R. R. Co.	25.98	42.75	1,110.64	6					
147031	Paragould, Ark., and Cardwell, Mo.	Paragould Southeastern Rwy. Co.	12.03	.....	500.00	6					Agreement.
147032	Texarkana, Ark., and Shreveport, La.	Kansas City, Pittsburg and Gulf R. R. Co.	72.00	.....	2,000.00	6					Do.
147033	Texarkana and Horatio	do	44.21	42.75	1,889.97	8					
147034	Eldorado and Junction	Arkansas Southern R. R. Co	17.70	42.75	756.67	6					
147035	Coats (n. o.) and Gregory	White and Black River Valley Rwy. Co.	6.01	42.75	256.93	6					
147036	Sulphur Springs and Siloam Springs.	Kansas City, Pittsburg and Gulf R. R. Co.	25.22	64.13	1,617.35	13					
147037	Antoine and Pike	Southwestern Arkansas and Indian Territory R. R. Co.	13.02	.....	400.00	6					Do.
147038	Pocahontas and Hoxie	Hoxie, Pocahontas and Northern R. R. Co.	15.10	.....	645.52	6					Do.
147039	White Cliffs and Wilton	Kansas City, Pittsburg and Gulf R. R. Co.	7.15	.....	305.66	6					Do.
			1,724.34		134,765.94						
	LOUISIANA.										
149001	State Line (n. o.) and Blankston.	St. Louis, Iron Mountain and Southern Rwy. Co.	70.16	75.24	5,278.83	7					
149002	New Orleans and Shreveport.	Texas and Pacific Rwy. Co.	324.82	153.55	55,466.84	15.79					Not land grant.
	Shreveport and State Line (n. o.).		19.30	122.44							Land grant.
	State Line (n. o.) and Marshall, Tex.		23.15	153.55							Not land grant.

C.—*Railroad Mail Service and railway post-office cars as in operation June 30, 1897*—Continued.

Number of route.	State and termini.	Title of company.	Length of route.	Pay per mile for transportation.	Annual rate of pay for transportation.	Average number of trips per week.	Authorized mileage, railway post-office cars.	Pay per mile for railway post-office cars.	Annual rate of pay for railway post-office cars.	Lines of railway post-office cars authorized.	Remarks.
	LOUISIANA—continued.		*Miles.*	*Dollars.*	*Dollars.*		*Miles.*	*Dollars.*	*Dollars.*		
149003	New Orleans and Morgan City.	Morgan's Louisiana and Texas R. R. and Steamship Co.	80.37	193.57	31,396.57	14.17	80.37	50.00	7,274.00	2 lines 40 feet.	Land grant.
	Morgan City and Lafayette.		65.46	241.97			65.46	50.00		2 lines 40 feet.	Not land grant.
149004	Shreveport and Many	Kansas City, Pittsburg and Gulf R. R. Co.	77.95	.....	2,253.97	6	.....	.....	.....	.....	Agreement.
149005	Vidalia and Jonesville	Natchez, Red River and Texas R. R. Co.	25.60	42.75	1,094.40	7	.....	.....	.....	.....	
149006	Clinton and Ethel	Yazoo and Mississippi Valley R. R. Co.	8.20	42.75	350.55	6	.....	.....	.....	.....	
149007	Slaughter, La., and Woodville, Miss.	do	41.80	51.80	2,144.34	6	.....	.....	.....	.....	
149008	Vicksburg, Miss., and Shreveport, La.	Vicksburg, Shreveport and Pacific R. R. Co.	173.14	115.60	20,014.98	7	172.78	25.00	4,319.50	1 line 40 feet.	All land grant.
149009	Thibodeaux and Houma	Morgan's Louisiana and Texas R. R. and Steamship Co.	19.98	52.16	1,042.15	21	.....	.....	.....	.....	
149010	Lafayette, La., and Orange, Tex.	Louisiana Western R. R. Co.	113.48	227.43	25,808.75	14	112.46	50.00	5,623.00	2 lines 40 feet.	
149011	McManus Station (n. o.) and Jackson.	Jackson R. R. Co.	4.95	.....	211.61	6	.....	.....	.....	.....	Agreement.
149012	Cades and St. Martinville	Morgan's Louisiana and Texas R. R. and Steamship Co.	7.03	42.75	300.53	7	.....	.....	.....	.....	
149013	Baton Rouge Junction (n. o.) and Baton Rouge.	Texas and Pacific Rwy. Co.	9.87	62.42	616.06	7	.....	.....	.....	.....	
149014	Florenville and Covington	East Louisiana R. R. Co	18.50	49.59	917.42	10.26	.....	.....	.....	.....	
149015	Baldwin and Louisa	Morgan's Louisiana and Texas R. R. and Steamship Co.	15.47	42.75	661.34	7	.....	.....	.....	.....	
149016	Shreveport and Logansport.	Houston and Shreveport R. R. Co.	40.51	77.61	3,152.06	7	.....	.....	.....	.....	
149017	Cypress and Natchitoches	Natchitoches and Red River Valley R. R. Co.	11.85	51.80	607.90	14	.....	.....	.....	.....	
149018	Homer and Bienville	Louisiana and Northwest R. R. Co.	35.57	42.75	1,520.61	6.54	.....	.....	.....	.....	
*149019	New Lewisville, Ark., and Shreveport, La.	St. Louis Southwestern Rwy. Co.	61.25	64.98	3,986.52	7	.....	.....	.....	.....	

149021	Lafayette and Cheneyville	Morgan's Louisiana and Texas R. R. and Steamship Co.	62.17	59.85	8,885.71	7					
	Cheneyville and Alexandria.		24.10	6.84							Lap service over 149002.
149022	New Iberia, Iberia, and Vermillion Junction (n. o.)	do	5.45	42.75	232.99	10.60					
149023	Minden and Lanesville	Minden R. R. and Compress Co.	6.02	42.75	257.35	14					
149024	Algiers and Buras	New Orleans, Fort Jackson and Grand Isle R. R. Co.	59.62	43.61	2,600.02	6					
149025	Mandeville and New Orleans.	East Louisiana R. R. Co	30.31	43.61	1,321.81	7					
149026	Natchez, Miss., and Rayville, La.	New Orleans and Northwestern Rwy. Co.	77.66	45.32	3,519.55	6					
149027	Vacant.										
149028	Mandville Junction (n. o.) and Mandeville.	East Louisiana R. R. Co	11.70	42.75	500.17	14					
149029	Lake Charles and Alexandria.	Kansas City, Watkins and Gulf Rwy. Co.	99.10	64.98	6,439.51	6					
149030	Blankston and Alexandria	St. Louis, Iron Mountain and Southern Rwy. Co.	80.36	76.10	6,115.39	7					
149031	Bastrop and Collinston	New Orleans and Northwestern Rwy. Co.	7.36	42.75	314.64	14					
149032	Iberia and Vermillion Junction (n. o.), Abbeville.	Iberia and Vermillion R. R. Co.	16.63	42.75	710.93	7					
149033	Rayville and Collins	New Orleans and Northwestern Rwy. Co.	17.75	47.03	834.77	6					
149034	Simmesport and Bunkie	St. Louis, Avoyelles and Southwestern Rwy. Co.	27.33	56.43	1,542.23	7					
149035	Junction (n. o.) and Marksville.	do	9.03	42.75	386.03	7					
149036	Midland Junction (n. o.) and Eunice.	Louisiana Western R. R. Co.	23.61		1,009.32	6					Agreement.
149037	Midland Junction (n. o.) and Gueydan.	do	11.20		478.80	6					Do.
			1,846.31		188,231.54				17,216.50		
	TEXAS.										
150001	Palestine and Galveston	International and Great Northern R. R. Co.	201.49	142.79	28,770.75	15.75					
150002	Houston and San Antonio	Galveston, Harrisburg and San Antonio Rwy. Co.	210.58	175.28	36,910.46	14					
150003	Houston and Denison	Houston and Texas Central R. R. Co.	338.55	185.54	62,814.56	15.51					
150004	Hempstead and Austin	do	115.04	120.56	13,869.22	14					
150005	Bremond and Rose	Waco and Northwestern R. R. Co.	54.60	106.88	5,835.64	12.54					
150006	Vacant.										

C.—*Railroad Mail Service and railway post-office cars as in operation June 30, 1897*—Continued.

Number of route.	State and termini.	Title of company.	Length of route.	Pay per mile for transportation.	Annual rate of pay for transportation.	Average number of trips per week.	Authorized mileage, railway post-office cars.	Pay per mile for railway post-office cars.	Annual rate of pay for railway post-office cars.	Lines of railway post-office cars authorized.	Remarks.
	TEXAS—continued.		*Miles.*	*Dollars.*	*Dollars.*		*Miles.*	*Dollars.*	*Dollars.*		
150007	Longview and Laredo	International and Great Northern R. R. Co.	497.80	188.96	94,064.28	11.83	342.60	25.00	8,565.00	1 line 40 feet	Longview to San Antonio.
150008	Houston and Columbia	do	51.14	59.00	3,017.26	6					
150009	Texarkana, Ark., and Longview, Tex.	Texas and Pacific Rwy. Co.	99.59	177.84			97.59	65.00		1 line 50 feet, 1 line 40 feet.	Texarkana, Ark., and Longview, Tex.
	Longview and Fort Worth		155.22	177.84	145,244.41	11.61	155.22	25.00	12,552.15	1 line 40 feet	Longview and Fort Worth.
	Fort Worth and Sierra Blanca.		519.49	177.84							
	Sierra Blanca and El Paso		92.87	81.22							Lap service over 150039.
150010	Henrietta and Wichita Falls	Missouri, Kansas and Texas Rwy. Co.	19.06		500.00	6					Agreement.
150011	Whitesboro, Tex., and Texarkana, Ark.	Texas and Pacific Rwy. Co.	173.42	131.67	22,834.21	7.79					
150012	Houston and Orange	Texas and New Orleans R. R. Co.	106.80	227.43	24,289.52	14	105.62	50.00	5,281.00	2 lines 40 feet.	
150013	Jefferson and McKinney	Sherman, Shreveport and Southern Rwy. Co.	154.07	53.01	8,167.25	7					
150014	Columbus and Lagrange	Galveston, Harrisburg and San Antonio Rwy. Co.	31.59	42.75	1,350.47	6					
150015	Henderson and Overton	International and Great Northern R. R. Co.	16.73	49.59	829.64	14					
150016	Corpus Christi and Laredo	Mexican National R. R. Co.	162.41	44.46	7,220.74	7					
150017	Greenville and Mineola	Missouri, Kansas and Texas Rwy. Co.	51.00	46.17	2,354.67	7					
150018	Brownsville and Isabel	Rio Grande R. R. Co	22.50	42.75	961.87	7					
150019	Port Lavaca and Cuero	Gulf, Western Texas and Pacific Rwy. Co.	56.39	54.72	3,085.66	7					
150020	San Antonio and Sutherland Springs.	San Antonio and Gulf Shore Rwy. Co.	30.90		1,000.00	6					Do.
150021	Waxahachie and Garrett	Central Texas and Northwestern Rwy. Co.	11.89	87.21	1,036.92	28					
150022	Whitesboro and Henrietta	Missouri, Kansas and Texas Rwy. Co.	86.83	69.26	6,013.84	8.28					
150023	Houston, Tex., and Logansport, La.	Houston, East and West Texas Rwy. Co.	192.66	70.97	13,673.07	7					
150024	Navasota and Conroe	Gulf, Colorado and Santa Fe Rwy. Co.	44.31	42.75	1,894.25	7					

150028	Denison and Taylor	Missouri, Kansas and Texas Rwy. Co.	258.70	198.36	51,338.58	15.92						
150029	Beaumont and Rockland	Sabine and East Texas Rwy. Co.	73.98	50.85	4,427.70	7						
150030	Dallas and Denton	Missouri, Kansas and Texas Rwy. Co.	37.09	61.56	2,320.19	7						
150031	Dallas and Kemp	Texas Trunk R. R. Co	46.92	42.75	2,005.83	6						
150032	Mineola and Troup	International and Great Northern R. R. Co.	44.54	56.48	2,513.39	14						
150033	Kenedy and Corpus Christi	San Antonio and Aransas Pass Rwy. Co.	88.48	87.21	7,716.24	7						
150034	Phelps (n. o.) and Huntsville	International and Great Northern R. R. Co.	8.26	56.43	466.11	14						
150035	Paris and Weatherford	Gulf, Colorado and Santa Fe Rwy. Co.	195.19	94.91	18,525.48	8.92						
150036	Rosenberg and Victoria	New York, Texas and Mexican Rwy. Co.	92.06	100.89	9,289.93	7						
150037	Fort Worth and Texline	Fort Worth and Denver City Rwy. Co.	452.84	135.09	61,174.15	9.96						
150038	Austin and Llano	Austin and Northwestern R. R. Co.	90.79	96.36	8,617.86	18						
150039	San Antonio and El Paso	Galveston, Harrisburg and San Antonio Rwy. Co.	624.06	110.30	68,899.99	7						
150040	Harwood and Gonsales	do	12.80	42.75	547.20	7						
150041	Echo (n. o.) and Belton	Missouri, Kansas and Texas Rwy. Co.	6.72	60.71	407.97	28						
150042	Ennis and Quinlan	Texas Midland R. R.	55.48	42.75	2,320.89	6						
150043	Spofford and Eagle Pass	Galveston, Harrisburg and San Antonio Rwy. Co.	85.64	56.43	2,011.16	7						
150044	Tyler and Lufkin	Tyler Southeastern Rwy. Co.	88.00	59.85	5,326.65	7						
150045	Beaumont and Sabine Pass	Sabine and East Texas Rwy. Co.	29.79	42.75	1,273.52	6						
150046	Trinity and Colmesnell	Missouri, Kansas and Texas Rwy. Co.	66.95	50.45	3,377.62	7						
150047	Houston and Alvin	Gulf, Colorado and Santa Fe Rwy. Co.	26.61	128.11	3,435.61	28						
150048	Longview and Boren	Texas, Sabine Valley and Northwestern Rwy Co.	41.11	42.75	1,757.45	6						
150049	Temple and San Angelo	Gulf, Colorado and Santa Fe Rwy. Co.	228.39	100.04	22,848.13	7						
150050	Somerville (n. o.) and Navasota	do	28.56	42.75	1,220.94	7						
150051	Coleman Junction (n. o.) and Coleman	do	6.25	42.75	267.18	7						

C.—*Railroad Mail Service and railway post-office cars as in operation June 30, 1897*—Continued.

Number of route.	State and termini.	Title of company.	Length of route.	Pay per mile for transportation.	Annual rate of pay for transportation.	Average number of trips per week.	Authorized mileage, railway post-office cars.	Pay per mile for railway post-office cars.	Annual rate of pay for railway post-office cars.	Lines of railway post-office cars authorized.	Remarks.
	TEXAS—continued.		*Miles.*	*Dollars.*	*Dollars.*		*Miles.*	*Dollars.*	*Dollars.*		
150052	Fort Worth and Waxahachie	Fort Worth and New Orleans Rwy. Co.	41.16	82.08	3,378.41	14	.....	.....	.....	.....	
150053	Honeygrove and Ladonia....	Gulf, Colorado and Santa Fe Rwy. Co.	12.33	42.75	527.10	14	.....	.....	.....	.....	
150054	Fort Worth, Tex., and Purcell, Ind. T.	.....do	172.09	141.93	24,424.73	14	.....	.....	.....	.....	
150055	Denison and Hillsboro.....	Missouri, Kansas and Texas Rwy. Co.	172.64	130.82	22,584.76	14	.....	.....	.....	.....	
150056	Taylor and Houston.....	.....do	165.97	112.01	18,590.29	14	.....	.....	.....	.....	
150057	San Antonio and Houston...	San Antonio and Aransas Pass Rwy. Co.	240.02	106.02	25,446.92	8.84	.....	.....	.....	.....	
150058	San Antonio and Kerrville..	.....do	72.76	79.52	5,785.87	7	.....	.....	.....	.....	
150059	Beaumont and Kirbyville...	Gulf, Beaumont and Kansas City Rwy. Co.	54.53	.....	1,500.00	6	.....	.....	.....	.....	Agreement.
150060	Commerce and Sherman.....	St. Louis Southwestern Rwy. Co. of Texas.	52.79	57.29	3,024.33	7	.....	.....	.....	.....	
150061	Fort Worth and Brownwood.	Fort Worth and Rio Grande Rwy. Co.	141.99	84.85	12,019.45	7	.....	.....	.....	.....	
150062	Houston and Galveston.....	Galveston La Porte and Houston Rwy. Co.	55.98	.....	1,700.00	6	.....	.....	.....	.....	Do.
150063	San Marcos and Smithville..	Missouri, Kansas and Texas Rwy. Co.	54.34	66.69	3,623.93	11.75	.....	.....	.....	.....	
150064	Corsicana and Hillsboro.....	St. Louis Southwestern Rwy. Co. of Texas.	42.15	45.32	1,910.23	7	.....	.....	.....	.....	
150065	Texline, Tex., and Trinidad, Colo.	Union Pacific, Denver and Gulf Rwy. Co.	136.53	105.17	14,358.86	7	.....	.....	.....	.....	
150066	Panhandle and Washburn...	Panhandle Rwy. Co.....	16.25	42.75	694.68	6	.....	.....	.....	.....	
150067	Mount Pleasant and Fort Worth.	St. Louis Southwestern Rwy Co. of Texas.	154.75	78.66	12,172.63	7	.....	.....	.....	.....	
150068	Rockport and Gregory.....	San Antonio and Aransas Pass Rwy. Co.	21.43	48.74	1,044.49	14	.....	.....	.....	.....	
150069	Paris and Greenville.....	Texas Midland R. R.....	52.99	42.75	1,757.79	6	.....	.....	.....	.....	14.84 miles. Commerce to Greenville, lap over

150073	Whiteboro and Fort Worth.	Austin and Northwestern R. R. Co.	71.52	3.43	220.09	20						Lap service over 150022.
150074	Austin Junction (n. o.) and Lockhart.	Texas and Pacific Rwy. Co.	58.94	49.59	3,674.88	7	9.01					
150075	Ross and Albany	San Antonio and Aransas Pass Rwy. Co.	175.66	72.68	12,766.96	6						
150076	Waco and Yoakum	Texas Central R. R. Co.	171.53	76.24	13,013.44	6						
150077	Skidmore and Alice	San Antonio and Aransas Pass Rwy. Co.	43.12	53.01	2,285.79	7						
150078	Wichita Falls and Seymour.	do	51.56	47.56	2,452.05	6						
150079	Pecos and State Line (n. o.)	Wichita Valley Rwy. Co.	54.20	42.75	2,317.05	6						
150080	Quitman and Greenville	Pecos River R. R. Co.	13.99		500.00	6						Agreement.
150081	Vacant.	Texas Midland R. R. Co.										
150082	Weatherford and Mineral Wells.	Weatherford, Mineral Wells and Northwestern Rwy. Co.	38.28	50.00	1,273.53	13						
150083	Vacant.											
150084	Vacant.											
150085	Laredo and Minera	Rio Grande and Eagle Pass Rwy. Co.	27.00		510.00	6						Do.
150086	Anchor and Velasco	Velasco Terminal Rwy. Co.	20.26	43.61	883.53	6						
150087	Hearne and Stone City	Hearne and Brazos Valley R. R. Co.	20.06	42.75	857.56	7						
150088	Vacant.											
150089	Terral, Ind. T., and Fort Worth, Tex.	Chicago, Rock Island and Texas Rwy. Co.	93.74	112.01	10,499.81	13						
150090	Marshall and Harleton	Paris, Marshall and Sabine Pass Rwy. Co.	19.75	43.75	864.31	6						
150091	Vacant.											
150092	Eagle Pass p. o., Ciudad Porfirio Diaz.	Galveston, Harrisburg and San Antonio Rwy. Co.	1.90		85.07	6						Do.
150093	Vacant.											
150094	Denison and Sherman	Missouri, Kansas and Texas Rwy. Co.	11.41	43.75	457.77	14						
			2,360.66		1,055,102.02			26,393.15				
	INDIAN TERRITORY.											
153001	Atoka and Coalgate	Missouri, Kansas and Texas Rwy. Co.	14.51	43.75	630.30	13						
153002	Vinita and Sapulpa	St. Louis and San Francisco R. R. Co.	73.29	49.88	3,909.01	7						Land grant.
153003	South McAlester, Ind. T., and Oklahoma, Okla.	Choctaw, Oklahoma and Gulf R. R. Co.	120.23		5,141.97	6						Agreement.
153004	Siloam Springs, Ark., and Mena, Ark.	Kansas City, Pittsburg and Gulf R. R. Co.	156.40		4,522.39	6						Do.
153005	Fort Smith, Ark., and Coffeyville, Kans.	Kansas and Arkansas Valley Rwy.	165.06	81.23	13,407.82	7.49						

C.—*Railroad Mail Service and railway post-office cars as in operation June 30, 1897*—Continued.

Number of route.	State and termini.	Title of company.	Length of route.	Pay per mile for transportation.	Annual rate of pay for transportation.	Average number of trips per week.	Authorized mileage, railway post-office cars.	Pay per mile for railway post-office cars.	Annual rate of pay for railway post-office cars.	Lines of railway post-office cars authorized.	Remarks.
	INDIAN TERRITORY—cont'd.		*Miles.*	*Dollars.*	*Dollars.*		*Miles.*	*Dollars.*	*Dollars.*		
153006	South McAlester and Wister	Choctaw, Oklahoma and Gulf R. R. Co.	65.01	51.30	3,335.01	7	.....	.....	.....	.....	
153007	Baxter, Kans., and Miami, Ind. T.	Kansas City, Fort Scott and Memphis R. R. Co.	14.83	.....	600.00	6	.....	.....	.....	.....	Agreement.
			614.38		31,536.50						
	OKLAHOMA.										
154001	Oklahoma and Fort Reno...	Choctaw, Oklahoma and Gulf R. R. Co.	32.02	69.26	2,217.71	13	.....	.....	.....	.....	
154002	Tecumseh Junction (n. o.) and Tecumseh.	Tecumseh Rwy. Co.....	5.93	.....	253.50	6	.....	.....	.....	.....	Do.
154003	Arkansas City, Kans., and Purcell, Ind. T.	Atchison, Topeka and Santa Fe Rwy. Co.	154.49	168.44	26,022.29	14	.....	.....	.....	.....	
154004	Kiowa, Kans., and Panhandle, Tex.	.....do	217.21	86.36	18,758.25	6.34	.....	.....	.....	.....	
154005	Cameron, Kans., and Medford, Okla.	Hutchinson and Southern R. R. Co.	22.47	.....	500.00		.....	.....	.....	.....	Do.
			432.12		47,751.75						
	KANSAS.										
155001	Kansas City, Mo., and Denver, Colo.	Union Pacific Rwy. Co.....	640.29	247.95	158,759.90	14.37	639.76	50.00	31,988.00	2 lines 40 feet.	394 miles aided, 246.19 miles nonaided.
155002	Lawrence and Leavenworth.	.....do	34.88	54.72	1,908.63	6	.....	.....	.....	.....	
155003	Atchison and Waterville....	Central Branch Union Pacific R. R. Co.	100.67	162.45	16,353.84	14	.....	.....	.....	.....	100 miles aided, 0.67 mile nonaided.
155004	Lawrence and Coffeyville...	Atchison, Topeka and Santa Fe Rwy. Co.	141.86	113.33	16,786.29	13.61	.....	.....	.....	.....	All land grant.
155005	Cherryvale and Hunnewell..	.....do	131.98	129.11	17,039.98	8.09	.....	.....	.....	.....	
155006	Holiday Junction (n. o.) and Burlington.	.....do	91.35	143.64	13,121.51	16.94	.....	.....	.....	.....	
155007	St. Joseph, Mo., and Hastings, Nebr. / Hastings, Nebr., and Grand Island, Nebr.	St. Joseph and Grand Island Rwy. Co.	227.34 / 25.66	111.49 / 139.27	28,922.36	14	.....	.....	.....	.....	Land grant.

155010	Atchison and State Line (n. o.).	Rwy. Co. Atchison, Topeka and Santa Fe Rwy. Co.	471.08	264.02	173,479.70	8.78	406.09	90.00	40,480.10	1 line 60 and 1 line 50 feet.	Topeka to Hutchinson and Kinsley to La Junta.
	State Line (n.o.) and Pueblo, Colo.		148.79	330.03			98.30	40.00		1 line 50 feet..	Hutchinson to Kinsley. Atchison to State Line (n. o.), 471.08 miles, land grant.
155011	Newton and Arkansas City.	Atchison, Topeka and Santa Fe Rwy. Co.	79.02	194.94	15,404.15	15.60	.....	.....	.....	.....	
155012	Atchison and Columbus, Nebr.	Burlington and Missouri River R. R. Co. in Nebraska.	223.31	106.02	23,675.82	9.21	39.40	25.00	935.00	1 line 40 feet..	Rulo to Table Rock.
155013	Leavenworth and Miltonvale.	Kansas Central R. R. Co	165.99	66.69	11,069.87	6	.....	.....	.....	.....	
155014	Vacant.										
155015	Junction City and Concordia	Junction City and Fort Kearney Rwy. Co.	71.32	80.37	5,731.98	14.03	.....	.....	.....	.....	
155016	Topeka and Kansas City, Mo.	Atchison, Topeka and Santa Fe Rwy. Co.	66.48	493.34	32,797.24	34.46	66.48	90.00	5,983.20	1 line 60; 1 line 50 feet.	
155017	Florence and Winfield	.....do	74.38	56.43	4,197.27	6.90	.....	.....	.....	.....	
155018	Kansas City, Mo., and Paola Station (n. o.).	Missouri, Kansas and Texas Rwy. Co.	43.10	39.33	1,695.12	14	.....	.....	.....	.....	Lap over 155008.
155019	Vacant.										
155020	Girard and Joplin, Mo.....	St. Louis and San Francisco R. R. Co.	39.19	42.75	1,675.37	7	.....	.....	.....	.....	
155021	Waterville and Washington.	Atchison, Colorado and Pacific R. R. Co.	20.64	140.22	2,894.14	15.45	.....	.....	.....	.....	
155022	Greenleaf and Lenora.....	.....do	180.23	128.25	23,114.49	10.21	.....	.....	.....	.....	
155023	Emporia and Moline	Atchison, Topeka and Santa Fe Rwy Co.	85.06	53.87	4,582.18	6.72	.....	.....	.....	.....	
155024	Cherryvale and Arcadia.....	Kansas City, Fort Scott and Memphis R. R. Co.	73.99	67.55	4,998.02	8.49	.....	.....	.....	.....	
155025	Solomon City and Beloit.....	Solomon R. R. Co.....	57.82	72.68	4,202.35	12	.....	.....	.....	.....	
155026	Vacant.										
155027	Yuma (n. o.) and Warwick..	Atchison, Colorado and Pacific R. R. Co.	30.65	53.87	1,651.11	7	.....	.....	.....	.....	
155028	Salina and McPherson	Salina and Southwestern Rwy. Co.	36.68	44.46	1,630.79	6	.....	.....	.....	.....	
155029	Downs and Alton	Atchison, Colorado and Pacific R. R. Co.	23.74	90.63	2,151.55	13	.....	.....	.....	.....	
155030	Florence and Ellinwood.....	Atchison, Topeka and Santa Fe Rwy. Co.	99.22	72.68	7,211.30	11.38	.....	.....	.....	.....	
155031	Paola and Le Roy	Missouri Pacific Rwy. Co...	58.99	154.76	9,129.29	14.89	.....	.....	.....	.....	
155032	Jamestown and Burr Oak...	Atchison, Jewell County and Western R. R. Co.	33.81	57.29	1,936.97	12	.....	.....	.....	.....	
155033	Osawatomie and Ottawa	Missouri Pacific Rwy. Co...	21.31	189.37	2,969.97	7	.....	.....	.....	.....	

C.—*Railroad Mail Service and railway post-office cars as in operation June 30, 1897*—Continued.

Number of route.	State and termini.	Title of company.	Length of route.	Pay per mile for transportation.	Annual rate of pay for transportation.	Average number of trips per week.	Authorized mileage, railway post-office cars.	Pay per mile for railway post-office cars.	Annual rate of pay for railway post-office cars.	Lines of railway post-office cars authorized.	Remarks.
	KANSAS—continued.		*Miles.*	*Dollars.*	*Dollars.*		*Miles.*	*Dollars.*	*Dollars.*		
155034	Burlingame and Manhattan.	Manhattan, Alma and Burlingame Rwy. Co.	57.24	46.17	2,642.77	6					
155035	Mulvane and Kiowa	Atchison, Topeka and Santa Fe Rwy. Co.	86.31	118.72	9,815.17	8.46					
155036	Fort Scott and Kiowa	Kansas and Colorado Pacific Rwy. Co.	243.82	129.96	31,686.84	8.95					
155037	Vacant.										
155038	Leavenworth and Meriden Junction (n. o.).	Leavenworth, Topeka and Southwestern Rwy. Co.	46.10	52.16	2,404.57	6					
155039	Pittsburg and Chanute	Atchison, Topeka and Santa Fe Rwy. Co.	54.23	46.17	2,503.79	8.72					
155040	Atchison and Omaha, Nebr.	Missouri Pacific Rwy. Co.	164.21	129.11	21,201.15	10.90					
155041	Ottawa and Emporia	Atchison, Topeka and Santa Fe Rwy. Co.	57.27	58.01	3,685.88	6					
155042	Wichita and Pratt	Wichita and Western Rwy. Co.	80.17	69.26	5,552.58	7.56					
155043	Weir City Junction (n. o.) and Mackie Station (n. o.).	Kansas City, Fort Scott and Memphi. R. R. Co.	7.60	42.75	324.90	10.90					
155044	Lawrenceburg and Belleville.	Junction City and Fort Kearney Rwy. Co.	17.47	61.56	1,075.45	6					
155045	Butler, Mo., and Madison	Kansas and Colorado Pacific Rwy. Co.	108.98	52.16	5,684.39	6					
155046	Eldorado and McPherson	do	62.36	42.75	2,665.89	6					
155047	Alton and Stockton	Rooks County R. R. Co.	18.98	82.08	1,557.87	13					
155048	Attica and Medicine Lodge.	Atchison, Topeka and Santa Fe Rwy. Co.	21.58	53.01	1,143.95	13					
155049	Beaumont and Arkansas City.	St. Louis and San Francisco R. R. Co.	57.59	64.98	3,742.19	8.71					
155050	Arkansas City and Anthony.	St. Louis, Kansas and Southwestern R. R. Co.	60.63	.....	2,591.93	6					Agreement.
155051	Wichita and Hutchinson	Kansas and Colorado Pacific Rwy. Co.	47.72	85.50	4,080.06	13					
155052	Hutchinson and Kinsley	Atchison, Topeka and Santa Fe Rwy. Co.	84.88	129.11	10,958.85	14.97	84.03	50.00	4,201.50	1 line 60 feet.	
155053	Independence and Cedarvale.	do	56.17	47.03	2,641.67	6					
155054	Vacant.										
	Augusta and Osage City	do	20.73	42.75	886.20	12					

[illegible]	Chetopa and Larned	Kansas and Colorado Pacific Rwy. Co.	278.59	64.98	17,777.87	6.60					
155057	Salina and Oakley	Union Pacific, Lincoln and Colorado Rwy. Co.	226.13	64.98	14,693.92	6					
155058	Vacant.										
155059	Great Bend and Scott	Atchison, Topeka and Santa Fe Rwy. Co.	121.22	60.71	7,359.26	6					
155060	Topeka and Fort Scott	Kansas and Colorado Pacific Rwy. Co.	130.42	48.74	6,356.67	6					
155061	Larned and Jetmore	Atchison, Topeka and Santa Fe Rwy. Co.	46.79	44.46	2,080.28	6					
155062	Vacant.										
155063	Le Roy and Dearing	Missouri Pacific Rwy. Co.	81.72	107.73	8,803.69	8.48					
155064	Vacant.										
155065	Little River and Hollyrood	Atchison, Topeka and Santa Fe Rwy. Co.	26.37	42.75	1,127.31	6					
155066	Chanute and Longton	do	45.07	42.75	1,926.74	7.83					
155067	Ottawa and Salina	Kansas and Colorado Pacific Rwy. Co.	141.17	134.24	18,950.66	7					
155068	Mulvane and Englewood	Atchison, Topeka and Santa Fe Rwy. Co.	167.28	63.27	10,583.80	6					
155069	Benedict and Madison	do	46.26	42.75	1,977.61	6					
155070	Salina and McCracken	Kansas and Colorado Pacific Rwy. Co.	126.14	131.67	16,608.85	7					
155071	Hoisington and Great Bend	do	10.49	49.59	520.19	14					
155072	Colony and Yates Center	Atchison, Topeka and Santa Fe Rwy. Co.	25.61	42.75	1,094.82	6					
155073	Vacant.										
155074	Hutchinson and Geneseo	Kansas and Colorado Pacific Rwy. Co.	41.40	76.10	3,150.54	7.92					
155075	St. Joseph, Mo., and Liberal, Kans.	Chicago, Rock Island and Pacific Rwy. Co.	434.45	153.05	66,492.57	11.32	82.40	25.00	2,060.00	1 line 40 feet	Topeka Station (n.o.) to Herington.
155076	Horton and Nelson, Nebr.	do	167.06	94.91	15,855.66	7.24					
155077	Bazaar and Barnard	Atchison, Topeka and Santa Fe Rwy. Co.	131.87	85.50	11,274.58	6					
155078	Roper and Peru Junction, (n. o.).	Missouri Pacific Rwy. Co.	51.77	42.75	2,213.16	6					
155079	Kansas City (Union Depot), Mo., and Virginia, Nebr.	Kansas City Northwestern R. R. Co.	162.05	94.05	15,240.80	8.31					
155080	Burlington and Gridley	Atchison, Topeka and Santa Fe Rwy. Co.	11.14	52.16	581.06	12					
155081	Olcott and Iuka	Kansas Southwestern Rwy. Co.	20.08	42.75	858.42	6					
155082	Herington and Terral, Ind. T.	Chicago, Rock Island and Pacific Rwy. Co.	348.51	159.03	55,423.54	13	73.10	25.00	1,827.50	1 line 40 feet	Herington to Wichita.
155083	Coffeyville and Paola	Missouri, Kansas and Texas Rwy. Co.	125.76	139.37	17,527.17	12.26					
155084	McCracken and Towner, Colo.	Kansas and Colorado Pacific Rwy. Co.	141.57	128.25	18,156.35	7					
155085	Vacant.										
155086	Geneseo and Kanopolis	Kanopolis and Kansas Central Rwy. Co.	14.67	42.75	627.14	6					

C.—*Railroad Mail Service and railway post-office cars as in operation June 30, 1897*—Continued.

Number of route.	State and termini.	Title of company.	Length of route.	Pay per mile for transportation.	Annual rate of pay for transportation.	Average number of trips per week.	Authorized mileage, railway post-office cars.	Pay per mile for railway post-office cars.	Annual rate of pay for railway post-office cars.	Lines of railway post-office cars authorized.	Remarks.
	KANSAS—continued.		*Miles.*	*Dollars.*	*Dollars.*		*Miles.*	*Dollars.*	*Dollars.*		
155087	Wichita and Ellsworth.....	St. Louis and San Francisco R. R. Co.	104.62	99.18	10,376.21	9.24	.....	.....	.....	.....	
155088	Manchester and Superior, Nebr.	Atchison, Topeka and Santa Fe Rwy. Co.	81.43	80.37	6,544.52	6	.....	.....	.....	.....	
155089	Belleville and McFarland...	Chicago, Rock Island and Pacific Rwy. Co.	104.68	188.96	19,780.33	13	.....	.....	.....	.....	
155090	Vacant.										
155091	Kansas City and Paola.....	Missouri Pacific Rwy. Co...	54.12	181.26	9,809.79	14	.....	.....	.....	.....	
155092	Bucklin and Dodge City	Chicago, Rock Island and Pacific Rwy. Co.	26.80	42.75	1,145.70	6	.....	.....	.....	.....	
155093	Dexter and Arkansas City..	Kansas and Colorado Pacific Rwy. Co.	26.35	42.75	1,126.46	7	.....	.....	.....	.....	
155094	Warwick and Prosser, Nebr.	Pacific Rwy. Co. in Nebraska.	72.53	49.59	3,596.76	7	.....	.....	.....	.....	
155095	Gypsum and Marquette.....	Kansas and Colorado Pacific Rwy. Co.	27.51	42.75	1,176.05	7	.....	.....	.....	.....	
155096	Herington and Salina.....	Chicago, Rock Island and Pacific Rwy. Co.	49.93	42.75	2,134.50	7	.....	.....	.....	.....	
155097	Vacant.										
155098	Vacant.										
155099	Menager and Leavenworth Station (n. o.).	Kansas City Northwestern R. R. Co.	12.64	50.45	637.68	16.69	.....	.....	.....	.....	
155100	Kansas City, Mo., and North Topeka Station (n. o.).	Chicago, Rock Island and Pacific Rwy. Co.	67.90	139.37	9,463.22	20	67.90	25.00	1,697.50	1 line 40 feet..	Lap over 155001.
155101	Hutchinson and Cameron...	Hutchinson and Southern R. R. Co.	82.67	67.55	5,584.35	7	.....	.....	.....	.....	
155102	Fort Scott and Cornell Station (n. o.).	Missouri Pacific Rwy. Co...	29.66	42.75	1,267.96	6	.....	.....	.....	.....	
155103	Hawthorn and Wilder Junction (n. o.).	Atchison, Topeka and Santa Fe Rwy. Co.	45.61	.....	900.00	6	.....	.....	.....	.....	Agreement.
155104	Abilene and Salina.....	.....do	23.37	.....	679.36	6	.....	.....	.....	.....	Do.
155105	Union Pacific Junction (n. o.) and Leavenworth.	Chicago Great Western Rwy. Co.	2.07	36.77	1,339.31	6	.....	.....	.....	.....	Lap over 155013.
	Leavenworth and Menager Junction (n. o.).		12.40	42.75			.....	.....	.....	.....	Lap over 155099.
	Menager Junction (n. o) and Kansas City, Mo. (Grand		20.91	35.06			.....	.....	.....	.....	Lap over 155079.

		braska.									
157047	Vacant.										
157048	Gilmore Junction (n. o.) and Auburn.	Missouri Pacific Rwy. Co...	59.48	141.93	8,441.99	16.68					
157049	Aurora and Arcadia	Burlington and Missouri River R. R. Co. in Nebraska.	90.66	56.43	5,115.94	6					
157050	Fairbury and Colorado Springs, Colo.	Chicago, Rock Island and Pacific Rwy. Co.	454.44	156.47	71,106.22	13					
157051	Omaha and Arlington	Fremont, Elkhorn and Missouri Valley R. R. Co.	28.79	143.64	4,135.39	13					
157052	Platte River Junction (n. o.) and Hastings.	.....do	119.98	82.08	9,847.95	6					
157053	Fairfield and Alma	Kansas City and Omaha Rwy. Co.	87.86	44.46	3,906.25	6					
157054	Fairbury and McCool Junction.	.....do	50.67	44.46	2,253.78	6					
157055	Palmer and Burwell	Burlington and Missouri River R. R. Co. in Nebraska.	60.35	51.30	3,557.65	6					
157056	Linwood and Superior	Fremont, Elkhorn and Missouri Valley R. R. Co.	122.85	55.58	6,828.00	6					
157057	Ashland and Schuyler	Burlington and Missouri River R. R. Co. in Nebraska.	50.74	61.56	3,123.55	6					
157058	Vacant.										
157059	Talmage and Crete	Missouri Pacific Rwy. Co...	58.44	47.88	2,798.10	6					
157060	Wayne and Bloomfield	Chicago, St. Paul, Minneapolis and Omaha Rwy. Co.	42.95	54.72	2,350.22	12					
157061	Greeley and Ericson	Burlington and Missouri River R. R. Co. in Nebraska.	18.74	42.75	801.13	3					
157062	Sioux City, Iowa, and O'Neill.	Sioux City, O'Neill and Western Rwy. Co.	130.66	75.24	9,830.85	6					
157063	Kearney and Callaway	Kearney and Black Hills Rwy. Co.	65.89	51.30	3,380.15	6					
157064	Union Pacific Transfer (n. o.), Iowa, and Albright.	Chicago, Rock Island and Pacific Rwy. Co.	7.40	16.24	11,025.78	13					Lap over 157001.
	Albright and Jansen		104.55	104.31							
157065	Culbertson and Imperial	Burlington and Missouri River R. R. Co. in Nebraska.	49.35	53.01	2,616.04	6					
157066	Vacant.										
157067	Vacant.										
157068	Vacant.										
157069	Vacant.										
157070	Vacant.										

C.—*Railroad Mail Service and railway post-office cars as in operation June 30, 1897*—Continued.

Number of route.	State and termini.	Title of company.	Length of route.	Pay per mile for transportation.	Annual rate of pay for transportation.	Average number of trips per week.	Authorized mileage, railway post-office cars.	Pay per mile for railway post-office cars.	Annual rate of pay for railway post-office cars.	Lines of railway post-office cars authorized.	Remarks.
	NEBRASKA—continued.		*Miles.*	*Dollars.*	*Dollars.*		*Miles.*	*Dollars.*	*Dollars.*		
157024	Fairmont and Chester	Burlington and Missouri River R. R. Co. in Nebraska.	48.00	59.00	2,832.00	12					
157025	Genoa and Cedar Rapids	Omaha and Republican Valley Rwy. Co.	30.81	53.87	1,659.73	12					
157026	De Witt and Superior	Burlington and Missouri River R. R. Co. in Nebraska.	85.84	73.53	6,311.81	6					
157027	Vacant.										
157028	Odell and Concordia	do	72.29	69.26	5,006.79	6					
157029	Hastings and Oxford	do	106.25	126.54	13,444.87	9.55	64.70	25.00	1,617.50	1 line 40 feet	Red Cloud to Oxford, Nebr.
157030	Kenesaw and Kearney	do	24.66	49.59	1,222.88	6					
157031	Vacant.										
157032	Republican City and Oberlin, Kans.	do	78.73	64.13	5,048.95	6					
157033	St. Paul and Loup	Omaha and Republican Valley Rwy. Co.	39.67	59.85	2,374.24	6					
157034	Vacant.										
157035	Chadron and Casper, Wyo.	Fremont, Elkhorn and Missouri Valley R. R. Co.	193.25	68.40	13,218.30	6					
157036	Lincoln and Deadwood, S. Dak.	Burlington and Missouri River R. R. Co. in Nebraska.	578.47	132.53	76,664.63	7.95	253.10	25.00	6,327.50	1 line 40 feet	Lincoln to Seneca, Nebr.
157037	Fremont and Lincoln	Fremont, Elkhorn and Missouri Valley R. R. Co.	52.14	106.88	5,572.72	20.80					
157038	Vacant.										
157039	Plattsmouth and Ashland	Burlington and Missouri River R. R. Co. in Nebraska.	31.59	216.32	6,833.54	33.51	4.80	40.00	172.00	1 line 50 feet	Plattsmouth to Oreopolis Junction (n. o.), Nebr.
157040	Union and Lincoln	Missouri Pacific Rwy. Co.	47.70	84.65	4,037.80	14					
157041	Scribner and Oakdale	Fremont, Elkhorn and Missouri Valley R. R. Co.	115.67	65.84	7,615.71	6					
157042	Holdrege and Cheyenne, Wyo.	Burlington and Missouri River R. R. Co. in Nebraska.	336.82	69.26	23,328.15	6					

		braska.									
157047	Vacant.										
157048	Gilmore Junction (n. o.) and Auburn.	Missouri Pacific Rwy. Co...	59.48	141.93	8,441.99	16.68					
157049	Aurora and Arcadia	Burlington and Missouri River R. R. Co. in Nebraska.	90.66	56.43	5,115.94	6					
157050	Fairbury and Colorado Springs, Colo.	Chicago, Rock Island and Pacific Rwy. Co.	454.44	156.47	71,106.22	13					
157051	Omaha and Arlington	Fremont, Elkhorn and Missouri Valley R. R. Co.	28.79	143.64	4,135.39	13					
157052	Platte River Junction (n. o.) and Hastings.	do	119.98	82.08	9,847.95	6					
157053	Fairfield and Alma	Kansas City and Omaha Rwy. Co.	87.86	44.46	3,906.25	6					
157054	Fairbury and McCool Junction.	do	50.67	44.46	2,252.78	6					
157055	Palmer and Burwell	Burlington and Missouri River R. R. Co. in Nebraska.	60.35	51.30	3,557.65	6					
157056	Linwood and Superior	Fremont, Elkhorn and Missouri Valley R. R. Co.	122.85	55.58	6,828.00	6					
157057	Ashland and Schuyler	Burlington and Missouri River R. R. Co. in Nebraska.	50.74	61.56	3,123.55	6					
157058	Vacant.										
157059	Talmage and Crete	Missouri Pacific Rwy. Co...	58.44	47.88	2,798.10	6					
157060	Wayne and Bloomfield	Chicago, St. Paul, Minneapolis and Omaha Rwy. Co.	42.95	54.72	2,350.22	12					
157061	Greeley and Ericson	Burlington and Missouri River R. R. Co. in Nebraska.	18.74	42.75	801.13	3					
157062	Sioux City, Iowa, and O'Neill.	Sioux City, O'Neill and Western Rwy. Co.	130.66	75.24	9,830.85	6					
157063	Kearney and Callaway	Kearney and Black Hills Rwy. Co.	65.89	51.30	3,380.15	6					
157064	Union Pacific Transfer (n. o.), Iowa, and Albright. Albright and Jansen	Chicago, Rock Island and Pacific Rwy. Co.	7.40 104.55	16.24 104.31	11,025.78	13					Lap over 157001.
157065	Culbertson and Imperial	Burlington and Missouri River R. R. Co. in Nebraska.	49.85	53.01	2,616.04	6					
157066	Vacant.										
157067	Vacant.										
157068	Vacant.										
157069	Vacant.										
157070	Vacant.										

C.—*Railroad Mail Service and railway post-office cars as in operation June 30, 1897*—Continued.

Number of route.	State and termini.	Title of company.	Length of route.	Pay per mile for transportation.	Annual rate of pay for transportation.	Average number of trips per week.	Authorized mileage, railway post-office cars.	Pay per mile for railway post-office cars.	Annual rate of pay for railway post-office cars.	Lines of railway post-office cars authorized.	Remarks.
	NEBRASKA—continued.		*Miles.*	*Dollars.*	*Dollars.*		*Miles.*	*Dollars.*	*Dollars.*		
157071	Summit Junction (n. o.) and West Side Junction (n. o.).	Missouri Pacific Rwy. Co...	3.05	137.66	419.86	7					
157072	Vacant.										
157073	Vacant.										
			6,936.51		1,461,827.09				206,885.50		
	SOUTH DAKOTA.										
159001	Sioux City, Iowa, and Mitchell.	Chicago, Milwaukee and St. Paul Rwy. Co.	138.30	139.37	19,274.87	9.61					
159002	Marion and Chamberlain...	....do	111.58	137.66	15,360.10	12					
159003	Flandreau and Sioux Falls..	....do	39.32	94.91	3,731.86	11.64					
159004	Egan and Woonsocket.....	....do	85.24	104.31	8,891.38	10.11					
159005	Vacant.										
159006	Huron and Columbia.....	Chicago and Northwestern Rwy. Co.	97.21	128.25	12,467.18	6					
159007	Ashton and Edgeley.....	Chicago, Milwaukee and St. Paul Rwy. Co.	96.86	88.92	8,612.79	6					
159008	Brookings and Watertown..	Chicago and Northwestern Rwy. Co.	48.16	83.79	4,035.82	8.12					
159009	Mitchell and Ashton.....	Chicago, Milwaukee and St. Paul Rwy. Co.	96.07	131.67	12,649.53	7.77					
159010	Centerville and Yankton...	Chicago and Northwestern Rwy. Co.	29.28	44.46	1,301.78	12					
159011	Andover and Harlem.....	Chicago, Milwaukee and St. Paul Rwy. Co.	55.86	42.75	2,388.01	3					
159012	Columbia and Oakes.....	Chicago and Northwestern Rwy. Co.	39.56	113.72	4,498.76	6					
159013	Redfield and Gettysburg....	....do	75.93	65.84	4,999.23	6					
159014	Tripp and Armour.....	Chicago, Milwaukee and St. Paul Rwy. Co.	20.24	59.00	1,194.16	6					
159015	Eureka and Orient.....	....do	67.76	58.14	3,939.56	6					
159016	Vacant.										
159017	Madison and Bristol.....	....do	103.55	72.68	7,526.01	6					
159018	Doland and Groton.....	Chicago and Northwestern Rwy. Co.	39.24	47.88	1,878.81	6					

	Salem and Mitchell	Chicago, St. Paul, Minneapolis and Omaha Rwy. Co.	33.15	47.85	1,587.22	6					
159020	Vacant.										
159021	Watertown and Huron	Duluth, Watertown and Pacific Rwy. Co.	70.63	42.75	3,019.43	3					
159022	Vacant.										
159023	Lead and Piedmont	Black Hills and Fort Pierre R. R. Co.	37.61	50.45	1,897.42	7					
159024	Vacant.										
159025	Buffalo Gap and Hot Springs.	Fremont, Elkhorn and Missouri Valley R. R. Co.	14.40	53.01	763.34	14					
159026	Vacant.										
159027	Minnekahta (n. o.) and Hot Springs.	Burlington and Missouri River R. R. Co. in Nebraska,	13.58	42.75	580.54	14					
159028	Vacant.										
159029	Whitewood and Belle Fourche.	Fremont, Elkhorn and Missouri Valley R. R. Co.	20.05	44.46	891.42	6					
159030	Vacant.										
159031	Sioux Falls and Yankton	Willmar and Sioux Falls Rwy. Co.	63.29	49.59	3,138.55	6					
159032	Englewood and Spearfish	Burlington and Missouri River R. R. Co. in Nebraska.	31.29	42.75	1,337.64	6					
159033	Pluma Station (n. o.) and Lead.	do	1.39	42.75	59.42	6					
			1,429.55		126,024.33						
	NORTH DAKOTA.										
161001	Breckenridge and Hope	Great Northern Rwy. Co	95.56	83.79	8,006.96	5.19					
161002	Fargo and Neche	do	158.17	165.02	26,101.21	9.97	78.15	40.00	3,126.00	1 line 50 feet	Fargo to Grand Forks.
161003	Casselton and Langdon	do	151.54	76.10	11,532.20	6.10					
161004	Hope (n. o.) and Portland	do	41.39	42.75	1,769.42	3					
	Casselton (n. o.).										
	Fargo and Edgeley	Fargo and Southwestern R. R. Co.	111.39	72.68	8,095.82	6.28					
	[illegible]	Northern Pacific Rwy. Co	108.71	46.17	5,019.14	3					
	[illegible]	do	36.96	42.75	1,580.04	6					
	[illegible]	Chicago, Milwaukee and St. Paul Rwy. Co.	119.71	71.82	8,597.57	6					
	[illegible]	Northern Pacific Rwy. Co	48.65	58.14	2,828.51	6					
	[illegible]	Great Northern Rwy. Co	667.97	139.37	93,094.97	7	117.72	25.00	2,943.00	1 line 40 feet	Devils Lake to Minot N. Dak.
	[illegible]	[illegible]	119.14	67.55	8,047.90	3					
	[illegible]	[illegible]	15.34	54.72	839.40	6					
	[illegible]	[illegible]	49.80	42.75	2,128.95	3					

		braska.									
164005	Vacant.										
164006	Newcastle and Cambria	do	7.19	42.75	307.37	2					
164007	Sheridan and Billings, Mont.	do	143.56	135.95	19,516.08	6					
			1,069.73		204,350.07				27,064.50		
	COLORADO.										
165001	Pueblo and Trinidad	Denver and Rio Grande R. R. Co.	92.53	47.88	4,430.33	7					
165002	Erie and Boulder	Union Pacific Rwy. Co	14.05	42.75	600.63	6					
165003	Denver and Fort Collins	Union Pacific, Denver and Gulf Rwy. Co.	74.97	122.27	9,166.58	14.33					
165004	Mears (n. o.) and Espanola, N. Mex.	Denver and Rio Grande R. R. Co.	194.50	97.47	18,957.91	6.38					
165005	Denver and Leadville	Denver, Leadville and Gunnison Rwy. Co.	151.98	101.75	15,463.96	7.74					
165006	La Junta and Deming, N. Mex.	Atchison, Topeka and Santa Fe Rwy. Co.	578.51	227.43	131,570.52	15.50	347.50	40.00	13,900.00	1 line 50 feet	La Junta to Albuquerque.
165007	Denver and Cheyenne	Union Pacific Rwy. Co	107.53	151.34	16,273.59	17.05					
165008	Marshall Junction (n. o.) and Lafayette.	Union Pacific, Denver and Gulf Rwy. Co.	6.24	42.75	266.76	14					
165009	Vacant.										
165010	Erie and Brighton.	Union Pacific Rwy. Co	14.79		300.00	6					Agreement.
165011	Cucharas and Creede	Denver and Rio Grande R. R. Co.	151.10	49.59	7,493.04	5.96					
165012	Salida and Grand Junction	do	209.38	112.86	23,630.62	7.48					
165013	Vacant.										
165014	Vacant.										
165015	Como and Alma	Denver, Leadville and Gunnison Rwy. Co.	33.20	42.75	1,419.30	6					
165016	Gunnison and Crested Butte	Denver and Rio Grande R. R. Co.	28.50	42.75	1,218.37	6					
165017	Julesburg and Lasalle	Union Pacific, Denver and Gulf Rwy. Co.	151.01	95.76	14,460.71	7					
165018	Glenwood Springs and Aspen.	Denver and Rio Grande R. R. Co.	41.68	55.58	2,316.57	14					
165019	Denver and Newcastle	do	384.82	191.52	73,700.72	18.70					
165020	Argo Junction (n. o.) and Silver Plume.	Union Pacific, Denver and Gulf Rwy. Co.	51.63	98.33	5,076.77	12.49					
165021	Forkscreek and Central City.	Union Pacific, Denver and Gulf Rwy. Co.	11.26	58.14	654.65	14					

C.—*Railroad Mail Service and railway post-office cars as in operation June 30, 1897*—Continued.

Number of route.	State and termini.	Title of company.	Length of route.	Pay per mile for transportation.	Annual rate of pay for transportation.	Average number of trips per week.	Authorized mileage, railway post-office cars.	Pay per mile for railway post-office cars.	Annual rate of pay for railway post-office cars.	Lines of railway post-office cars authorized.	Remarks.
	NORTH DAKOTA—continued.		*Miles.*	*Dollars.*	*Dollars.*		*Miles.*	*Dollars.*	*Dollars.*		
161015	Fairmount and Oakes.....	Minneapolis, St. Paul and Sault Ste. Marie Rwy. Co.	78.41	82.08	6,025.49	6.20	.....	.....	.....	.....	
161016	Vacant.										
161017	Carrington and Sykeston...	Northern Pacific Rwy. Co...	12.81	42.75	547.62	3	.....	.....	.....	.....	
161018	Hankinson and Portal.....	Minneapolis, St. Paul and Sault Ste. Marie Rwy. Co.	344.50	144.50	49,780.25	7	.....	.....	.....	.....	
			2,155.05		233,995.45				6,069.00		
	MONTANA.										
163001	Silver Bow and Garrison....	Montana Union Rwy. Co....	44.52	84.65	3,768.61	17.53	.....	.....	.....	.....	
163002	Logan Station and Butte....	Northern Pacific Rwy. Co..	71.48	114.57	8,189.46	7	.....	.....	.....	.....	
163003	Stuart and Anaconda.....	Montana Union Rwy. Co....	8.60	75.24	647.06	21	.....	.....	.....	.....	
163004	Drummond and Phillipsburg.	Northern Pacific Rwy. Co..	26.66	48.74	1,299.41	6	.....	.....	.....	.....	
163005	Butte and Great Falls.....	Montana Central Rwy. Co...	172.92	117.99	20,402.83	10.01	.....	.....	.....	.....	
163006	Vacant.										
163007	Clough and Marysville.....	Northern Pacific Rwy. Co..	12.42	42.75	530.95	6	.....	.....	.....	.....	
163008	Missoula and Grantsdale....	.....do	51.44	71.82	3,694.42	6	.....	.....	.....	.....	
163009	Silver Bow and Butte.....	Montana Union Rwy Co....	8.01	142.79	1,143.74	35	.....	.....	.....	.....	
163010	Vacant.										
163011	Laurel Junction (n. o.) and Red Lodge.	Northern Pacific Rwy. Co..	44.52	43.61	1,941.51	6	.....	.....	.....	.....	
163012	Livingston and Cinnabar ...	.....do	51.40	42.75	2,197.35	7	.....	.....	.....	.....	
163013	Boulder Valley and Elkhorn.	Northern Pacific Rwy. Co..	21.17	42.75	905.01	6	.....	.....	.....	.....	
163014	Vacant.										
163015	Great Falls and Neihart.	Montana Central Rwy. Co..	66.81	42.75	2,856.12	3	.....	.....	.....	.....	
163016	Vacant.										
163017	De Smet Station (n. o.) and Wallace, Idaho.	Northern Pacific Rwy. Co..	128.50	42.75	5,493.37	6	.....	.....	.....	.....	
163018	Pacific Junction (n. o.) and Spokane, Wash.	Great Northern Rwy. Co....	512.94	80.37	41,224.98	7	.....	.....	.....	.....	
163019	Great Falls and Canadian Line (n. o.).	Great Falls and Canada Rwy. Co.	132.50	.....	2,800.00	5.80	.....	.....	.....	.....	Agreement.
163020	Helena Station (n. o.) and	Northern Pacific Rwy. Co..	86.90	.....	.....	6	.....	.....	.....	.....	Do.

	WYOMING.										
164001	Granger and Huntington, Oreg.	Oregon Short Line R. R. Co.	541.44	285.87	154,781.45	7	541.29	50.00	27,064.50	1 line 60 feet	
164002	Cheyenne and Orin	Union Pacific, Denver and Gulf Rwy. Co.	154.14	73.24	11,597.49	6					
164003	Vacant.										
164004	Edgemont, S. Dak., and Sheridan.	Burlington and Missouri River R. R. Co. in Nebraska.	223.40	81.23	18,146.78	7					
164005	Vacant.										
164006	Newcastle and Cambria	do	7.19	42.75	307.37	7					
164007	Sheridan and Billings, Mont.	do	143.56	135.95	19,516.98	6					
			1,069.73		204,350.07				27,064.50		
	COLORADO.										
165001	Pueblo and Trinidad	Denver and Rio Grande R. R. Co.	92.53	47.88	4,430.33	7					
165002	Erie and Boulder	Union Pacific Rwy. Co.	14.05	42.75	600.63	6					
165003	Denver and Fort Collins	Union Pacific, Denver and Gulf Rwy. Co.	74.97	122.27	9,166.58	14.33					
165004	Mears (n. o.) and Espanola, N. Mex.	Denver and Rio Grande R. R. Co.	194.50	97.47	18,957.91	6.38					
165005	Denver and Leadville	Denver, Leadville and Gunnison Rwy. Co.	151.98	101.75	15,463.96	7.74					
165006	La Junta and Deming, N. Mex.	Atchison, Topeka and Santa Fe Rwy. Co.	578.51	227.43	131,570.52	15.50	347.50	40.00	13,900.00	1 line 50 feet	La Junta to Albuquerque.
165007	Denver and Cheyenne	Union Pacific Rwy. Co.	107.53	151.34	16,273.50	17.05					
165008	Marshall Junction (n. o.) and Lafayette.	Union Pacific, Denver and Gulf Rwy. Co.	6.24	42.75	266.76	14					
165009	Vacant.										
165010	Erie and Brighton.	Union Pacific Rwy. Co.	14.79		300.00	6					Agreement.
165011	Cucharas and Creede	Denver and Rio Grande R. R. Co.	151.10	49.59	7,493.04	5.96					
165012	Salida and Grand Junction	do	209.38	112.86	23,630.62	7.48					
165013	Vacant.										
165014	Vacant.										
165015	Como and Alma	Denver, Leadville and Gunnison Rwy. Co.	33.20	42.75	1,419.30	6					
165016	Gunnison and Crested Butte.	Denver and Rio Grande R. R. Co.	28.50	42.75	1,218.37	6					
165017	Julesburg and Lasalle	Union Pacific, Denver and Gulf Rwy. Co.	151.01	95.76	14,460.71	7					
165018	Glenwood Springs and Aspen.	Denver and Rio Grande R. R. Co.	41.68	55.58	2,316.57	14					
165019	Denver and Newcastle	do	384.82	191.52	73,700.72	18.70					
165020	Argo Junction (n. o.) and Silver Plume.	Union Pacific, Denver and Gulf Rwy. Co.	51.63	98.33	5,076.77	12.49					
165021	Forks creek and Central City.	Union Pacific, Denver and Gulf Rwy. Co.	11.26	58.14	654.65	14					

C.—*Railroad Mail Service and railway post-office cars as in operation June 30, 1897*—Continued.

													Remarks.
						Pay per	Annual	Aver-age num-ber of	Author-ized mileage, railway	Pay per mile for railway post-office	Annual rate of pay for rail-way post-office cars.	Lines of rail-way post-office cars author-ized.	

		Gulf Rwy. Co.									
165048	Vacant.										
165049	Villa Park and Golden.....	Denver, Lakewood and Golden R. R. Co.	11.10	.....	474.52	6	.....	.....	.....	.....	Do.
165050	Vacant.										
165051	Vacant.										
165052	Vacant.										
165053	Vacant.										
165054	Vacant.										
165055	Vacant.										
165056	Vacant.										
165057	Vacant.										
165058	Limon Station and Denver..	Chicago, Rock Island and Pacific Rwy. Co.	91.21	10.26	935.81	13	.....	.....	.....	.....	Lap over 155001.
165059	Florence and Cripple Creek.	Florence and Cripple Creek R. R. Co.	40.87	64.98	2,655.73	6	.....	.....	.....	.....	
165060	Divide and Cripple Creek ...	Midland Terminal Rwy. Co.	30.23	.....	1,292.33	6	.....	.....	.....	.....	Agreement.
165061	Victor and Goldfield	Florence and Cripple Creek R. R. Co.	1.24	42.75	53.01	14	.....	.....	.....	.....	
165062	Hill Top Junction (n. o.) and Leavick.	Denver, South Park and Hill Top Rwy. Co.	11.62	42.75	496.75	6	.....	.....	.....	.....	Do.
			3,707.53		443,473.62				13,900.00		
	NEW MEXICO.										
167001	Lamy and Santa Fe	Atchison, Topeka and Santa Fe Rwy. Co.	18.80	61.56	1,157.32	14	.....	.....	.....	.....	
167002	Antonito, Colo., and Silverton, Colo.	Denver and Rio Grande R. R. Co.	216.94	85.50	18,548.37	6	.....	.....	.....	.....	
167003	Albuquerque and Needles, Cal.	Atlantic and Pacific R. R. Co.	577.74	170.32	98,400.67	14	.....	.....	.....	.....	All land grant.
167004	Rincon and El Paso, Tex....	Atchison, Topeka and Santa Fe Rwy. Co.	77.18	92.34	7,126.80	14	.....	.....	.....	.....	
167005	Vacant.										
167006	Deming and Silver City.....	.....do	48.72	74.39	3,624.28	7	.....	.....	.....	.....	
167007	East Las Vegas and Las Vegas.	.....do	6.80	.....	150.00	6	.....	.....	.....	.....	Agreement.
167008	Nutt Station (n. o) and Lake Valley.	.....do	13.28	49.59	658.55	7	.....	.....	.....	.....	
167009	State Line (n. o.) and Roswell.	Pecos Valley Rwy. Co	110.44	.....	4,721.31	7	.....	.....	.....	.....	Do.
167010	Socorro and Magdalena.....	Atchison, Topeka and Santa Fe Rwy. Co.	27.44	42.75	1,173.06	6	.....	.....	.....	.....	
167011	Espanola and Santa Fe.....	Rio Grande and Santa Fe R. R. Co.	40.42	56.43	2,280.90	6	.....	.....	.....	.....	
167012	Lordsburg and Clifton	Arizona and New Mexico Rwy. Co.	72.12	42.75	3,083.13	6	.....	.....	.....	.....	

C.—*Railroad Mail Service and railway post-office cars as in operation June 30, 1897*—Continued.

Number of route.	State and termini.	Title of company.	Length of route.	Pay per mile for transportation.	Annual rate of pay for transportation.	Average number of trips per week.	Authorized mileage, railway post-office cars.	Pay per mile for railway post-office cars.	Annual rate of pay for railway post-office cars.	Lines of railway post-office cars authorized.	Remarks.
	COLORADO—continued.		*Miles.*	*Dollars.*	*Dollars.*		*Miles.*	*Dollars.*	*Dollars.*		
165022	Sheridan Junction (n. o.) and Morrison.	Denver, Leadville and Gunnison Rwy. Co.	9.64	42.75	412.11	12					
165023	Denver and Pueblo	Union Pacific, Denver and Gulf Rwy. Co.	126.71	114.57	14,517.16	7					
165024	Vacant.										
165025	Manitou Junction (n. o.) and Colorado Springs.	do	9.29	42.75	397.14	14					
165026	Dickey Station (n. o.) and Dillon.	Denver, Leadville and Gunnison Rwy. Co.	2.97	42.75	126.96	6					
165027	Greeley and Fort Collins	Union Pacific, Denver and Gulf Rwy. Co.	25.09	76.95	1,930.67	7					
165028	Denver and Lyons	Burlington and Missouri River R. R. Co. in Nebraska.	48.96	47.03	2,302.58	9					
165029	Vacant.										
165030	Colorado Springs and Manitou.	Denver and Rio Grande R. R. Co.	5.58	59.85	333.96	21					
165031	Vacant.										
165032	Vacant.										
165033	Vacant.										
165034	Colorado Springs and Aspen.	Colorado Midland R. R. Co.	209.04	92.34	19,302.75	7.94					
165035	Denver and Pueblo	Atchison, Topeka and Santa Fe Rwy. Co.	118.69	130.82	15,527.02	22.58					
165036	Towner and Pueblo	Kansas and Colorado Pacific Rwy. Co.	151.24	120.56	18,233.49	7					
165037	Montrose and Ouray	Denver and Rio Grande R. R. Co.	36.54	96.62	3,530.49	7					
165038	Gunnison and Baldwin	Denver, Leadville and Gunnison Rwy. Co.	18.37	42.75	785.31	3					
165039	Basalt and Newcastle	Colorado Midland R. R. Co.	35.74	42.75	1,527.88	7					
165040	Military Junction (n. o.) and Fort Logan.	Denver and Rio Grande R. R. Co.	1.76	42.75	75.24	14					
165041	Lake Junction (n. o.) and Lake City.	do	36.01	42.75	1,539.42	6					
		do	77.86	147.06	11,376.56	14					

		Co.									
165046	Cardiff and Gulch	Colorado Midland R. R. Co.	15.16	42.75	648.09	6					
165047	Pueblo and Trinidad	Union Pacific, Denver and Gulf Rwy. Co.	97.73	69.26	6,768.78	6					Agreement.
165048	Vacant.										
165049	Villa Park and Golden	Denver, Lakewood and Golden R. R. Co.	11.10		474.52	6					Do.
165050	Vacant.										
165051	Vacant.										
165052	Vacant.										
165053	Vacant.										
165054	Vacant.										
165055	Vacant.										
165056	Vacant.										
165057	Vacant.										
165058	Limon Station and Denver	Chicago, Rock Island and Pacific Rwy. Co.	91.21	10.26	935.81	13					Lap over 155001.
165059	Florence and Cripple Creek	Florence and Cripple Creek R. R. Co.	40.87	64.98	2,655.73	6					
165060	Divide and Cripple Creek	Midland Terminal Rwy. Co.	30.23		1,292.33	6					Agreement.
165061	Victor and Goldfield	Florence and Cripple Creek R. R. Co.	1.24	42.75	53.01	14					
165062	Hill Top Junction (n. o.) and Leavick.	Denver, South Park and Hill Top Rwy. Co.	11.62	42.75	496.75	6					Do.
			3,707.53		443,473.62				13,900.00		
	NEW MEXICO.										
167001	Lamy and Santa Fe	Atchison, Topeka and Santa Fe Rwy. Co.	18.80	61.56	1,157.32	14					
167002	Antonito, Colo., and Silverton, Colo.	Denver and Rio Grande R. R. Co.	216.94	85.50	18,548.37	6					
167003	Albuquerque and Needles, Cal.	Atlantic and Pacific R. R. Co.	577.74	170.32	98,400.67	14					All land grant.
167004	Rincon and El Paso, Tex.	Atchison, Topeka and Santa Fe Rwy. Co.	77.18	92.34	7,126.80	14					
167005	Vacant.										
167006	Deming and Silver City	do	48.72	74.39	3,624.28	7					
167007	East Las Vegas and Las Vegas.	do	6.80		150.00	6					Agreement.
167008	Nutt Station (n. o) and Lake Valley.	do	13.28	49.59	658.55	7					
167009	State Line (n. o.) and Roswell.	Pecos Valley Rwy. Co	110.44		4,721.31	7					Do.
167010	Socorro and Magdalena	Atchison, Topeka and Santa Fe Rwy. Co.	27.44	42.75	1,173.06	6					
167011	Espanola and Santa Fe	Rio Grande and Santa Fe R. R. Co.	40.42	56.43	2,280.90	6					
167012	Lordsburg and Clifton	Arizona and New Mexico Rwy. Co.	72.12	42.75	3,083.13	6					

C.—*Railroad Mail Service and railway post-office cars as in operation June 30, 1897*—Continued.

Number of route.	State and termini.	Title of company.	Length of route.	Pay per mile for transportation.	Annual rate of pay for transportation.	Average number of trips per week.	Authorized mileage, railway post-office cars.	Pay per mile for railway post-office cars.	Annual rate of pay for railway post-office cars.	Lines of railway post-office cars authorized.	Remarks.
	NEW MEXICO—cont'd.		*Miles.*	*Dollars.*	*Dollars.*		*Miles.*	*Dollars.*	*Dollars.*		
167013	Whitewater (n. o.) and Halls Station (n. o.).	Silver City and Northern R. R. Co.	13.00	42.75	555.75	6	.....	.....	.....	.....	
			1,222.88		141,480.14						
	ARIZONA.										
168001	Yuma and El Paso, Tex.....	Southern Pacific Co.....	564.03	143.64	81,017.26	7	.....	.....	.....	.....	
168002	Benson and Nogales	New Mexico and Arizona R. R. Co.	88.57	75.24	6,664.00	7	.....	.....	.....	.....	
168003	Benson and Fairbank	Arizona and Southeastern R. R. Co.	19.00	.....	.....	6	.....	.....	.....	.....	Agreement.
168004	Maricopa and Phœnix.....	Maricopa and Phœnix R. R. Co.	35.19	77.81	2,738.13	7	.....	.....	.....	.....	
168005	Fairbank and Bisbee.....	Arizona and Southeastern R. R. Co.	36.34	42.75	1,553.53	6	.....	.....	.....	.....	
168006	Ashfork and Prescott.....	Santa Fe, Prescott and Phœnix Rwy. Co.	60.12	69.26	4,163.91	13	.....	.....	.....	.....	
168007	Junction and Jerome.....	United Verde and Pacific Rwy. Co.	26.33	42.75	1,125.60	7	.....	.....	.....	.....	
168008	Teviston and Pima.....	Gila Valley, Globe and Northern Rwy. Co.	48.38	.....	2,068.24	6	.....	.....	.....	.....	Do.
168009	Pima and Fort Geronimo.....	do	20.75	42.75	887.06	6	.....	.....	.....	.....	
168010	Prescott and Phœnix.....	Santa Fe, Prescott and Phœnix Rwy. Co.	137.36	80.37	11,039.62	14	.....	.....	.....	.....	
168011	Tempe and Mesa.....	Maricopa and Phœnix and Salt River Valley R. R. Co.	8.79	42.75	375.77	14	.....	.....	.....	.....	
			1,044.86		111,633.12				.....		
	UTAH.										

169005	Salt Lake City and Stockton.	Oregon Short Line R. R. Co.	38.09	42.75	1,660.82	6					
169006	Vacant.										
169007	Cache Junction and Preston.	....do	42.77	66.69	2,852.33	14					
169008	Echo City and Park City....	Echo and Park City Rwy. Co.	28.32	47.88	1,355.96	7					
169009	Colton and Schofield	Rio Grande Western Rwy. Co.	16.35	42.75	698.97	6					
169010	Nephi and Moroni	San Pete Valley Rwy. Co ...	24.17	46.17	1,115.92	7					
169011	Lehi Junction (n. o.) and Silver City.	Oregon Short Line R. R. Co.	54.18	42.75	2,316.19	7					
169012	Silver City Junction (n. o.) and Eureka.	.....do	3.31	42.75	141.50	7					
169013	Salt Lake City and ParkCity.	Utah Central Rwy. Co.....	32.50	47.03	1,528.47	7.77					
169014	Thistle and Salina	Rio Grande Western Rwy. Co.	87.40	70.11	6,127.61	7					
169015	Springville and Silver City.	.....do	45.56	.....	1,700.00	6					Agreement.
169016	Vacant.										
169017	Moroni and Manti	San Pete Valley Rwy. Co...	19.50	.....	760.00	6					Do.
169018	Vacant.										
169019	Fairfield Station (n. o.) and Mercur.	Salt Lake and Mercur R. R. Co.	11.41	.....	300.00	6					Do.
169020	Mammoth Junction (n. o.) and Robinson.	Oregon Short Line R. R. Co.	1.76	42.75	75.24	7					
169021	Salina and Belknap Station (n. o.)	Rio Grande Western Rwy. Co.	87.44	42.75	1,600.56	6					
			1,454.58		164,424.09						
	IDAHO.										
170001	Shoshone and Ketchum.....	Oregon Short Line R. R. Co..	70.14	56.43	3,958.00	6					
170002	Hauser and Coeur d'Alene..	Northern Pacific Rwy. Co...	13.66	42.75	583.96	6					
170003	Wallace and Burke	.....do	6.89	42.75	294.54	6					
170004	Nampa and Boise	Oregon Short Line R. R. Co..	20.18	80.37	1,621.85	14					
170005	Vacant.										
170006	Tekoa, Wash., and Wallace .	Oregon R. R. and Navigation Co.	80.29	80.37	6,452.90	7					
170007	Vacant.										
170008	Pullman Junction (n. o.), Wash., and Juliaetta.	Northern Pacific Rwy. Co...	38.12	67.55	2,575.00	7					
			229.28		15,486.25						
	WASHINGTON.										
171001	Portland and Tacoma	Northern Pacific Rwy. Co...	144.80	173.05	25,057.64	14.30					All land grant.
171002	Seattle and Newcastle.....	Columbia and Puget Sound R. R. Co.	18.89	42.75	807.54	6					
171003	Olympia and Tenino	Port Townsend Southern R. R. Co.	16.53	46.17	763.19	7					
171004	Walla Walla and Wallula...	Oregon R. R. and Navigation Co.	32.27	152.19	4,911.17	7					

C.—*Railroad Mail Service and railway post-office cars as in operation June 30, 1897*—Continued.

Number of route.	State and termini.	Title of company.	Length of route.	Pay per mile for transportation.	Annual rate of pay for transportation.	Average number of trips per week.	Authorized mileage, railway post-office cars.	Pay per mile for railway post-office cars.	Annual rate of pay for railway post-office cars.	Lines of railway post-office cars authorized.	Remarks.
	WASHINGTON—continued.		*Miles.*	*Dollars.*	*Dollars.*		*Miles.*	*Dollars.*	*Dollars.*		
171005	Tacoma and Cascade Junction (n. o.).	Northern Pacific Rwy. Co...	26.40	142.96	5,135.83	22.80					Land grant.
	Cascade Junction (n. o.) and Carbonado.		7.62	178.70							
171006	Lacrosse and Moscow, Idaho.	Oregon R. R. and Navigation Co.	64.22	98.33	6,314.75	8.18					
171007	Renton and Franklin.....	Columbia and Puget Sound R. R. Co.	22.26	42.75	951.61	7					
171008	Walla Walla and Dayton....	Oregon R. R. and Navigation Co.	38.66	129.96	5,024.25	9.33					
171009	Wallula and Missoula, Mont.	Northern Pacific Rwy. Co...	419.68	151.84	63,724.21	8.32					All land grant.
171010	Bolles Junction (n. o.) and Riparia.	Oregon R. R. and Navigation Co.	31.31	139.37	4,363.67	7					
171011	Pasco and Cascade Junction (no.).	Northern Pacific Rwy. Co...	227.91	143.64	32,736.99	7					Do.
171012	Seattle and Meeker Junction (n. o.).	Northern Pacific Rwy. Co...	30.60	211.19	6,462.41	28					
171013	Vacant.										
171014	Starbuck and Pomeroy.....	Oregon R. R. and Navigation Co.	31.02	42.75	1,326.10	6					
171015	Marshall and Genesee, Idaho.	Northern Pacific Rwy. Co...	104.26	83.79	8,735.94	6.70					
171016	Colfax and Farmington	Oregon R. R. and Navigation Co.	27.50	129.11	3,550.53	7					
171017	Walla Walla and Pendleton, Oreg.	.....do	48.69	45.32	2,206.63	6					
171018	Seattle and Northbend.....	Seattle and International Rwy. Co.	60.70	64.98	3,944.28	9.20					
171019	Lacrosse and Riparia	Oregon R. R. and Navigation Co.	24.63	137.66	3,390.56	7					
171020	Woodinville and Sumas City.	Seattle and International Rwy. Co.	102.05	68.40	6,980.22	11					

171024	Blaine and F. and S. Junction (n. o.).	Fairhaven and Southern R. R. Co.	41.28	81.23	3,353.17	7					
171025	Hunts Junction (n. o.) and Dayton.	Washington and Columbia River Rwy. Co.	86.96	53.87	4,684.58	7					
171026	New Kamiche and Kamiche.	Puget Sound and Grays Harbor R. R. and Transportation Co.	4.52	42.75	193.23	6					
171027	Winona and Seltice Junction (n. o.).	Oregon R. R. and Navigation Co.	47.82	42.75	2,044.30	6					
171028	Vacant.										
171029	Centralia and Oceosta	Northern Pacific Rwy. Co	66.62	70.11	4,670.72	7					
171030	Hamilton and Anacortes	Seattle and Northern Rwy. Co.	33.50	51.30	1,718.55	7					
171031	New Whatcom and Sumas City.	Bellingham Bay and British Columbia R. R. Co.	28.84	89.78	2,140.35	10.50					
171032	Lake View and Gate City	Northern Pacific Rwy. Co	44.05	78.66	3,464.97	7					
171033	Port Townsend and Quilcene	Port Townsend Southern R. R. Co.	26.50	42.75	1,132.87	6					
171034	Seattle and Fairhaven and Southern Rwy. Junction (n. o.).	Seattle and Montana Rwy. Co.	78.50	132.58	10,408.60	10.73					
171035	Vacant.										
171036	Cosmopolis Junction (n. o.) and Cosmopolis.	Northern Pacific Rwy. Co	1.61	42.75	68.82	7					
171037	Chehalis and South Bend	do	58.34	54.72	3,192.36	6					
171038	Belmont and Farmington	do	6.73	42.75	287.70	6					
171039	Vacant.										
171040	Spokane and Everett Junction (n. o.).	Great Northern Rwy. Co	317.33	85.50	27,131.71	7					
171041	Everett and Hartford Junction (n. o.).	Everett and Monte Cristo Rwy. Co.	16.69	3.42	57.07	3					Lap service over routes 171040 and 171020.
171042	Hartford Junction (n. o.) and Monte Cristo.	do	42.57	42.75	1,819.86	3					
171043	Vacant.										
171044	Vacant.										
171045	Vacant.										
171046	Aberdeen Junction (n. o.) and Aberdeen.	Northern Pacific Rwy. Co	3.02		129.10	6					Agreement.
171047	Vacant.										
171048	Northport and Canadian Line (n. o.).	Columbia and Red Mountain Rwy. Co.	8.09			6					Pay not fixed.
			2,698.96		277,934.06						
	OREGON.										
173001	Portland and Ashland	Southern Pacific Co	342.13	218.03	74,594.60	12.20	341.40	25.00	8,535.00	1 line 40 feet	
173002	Portland and Corvallis	do	97.03	87.21	8,461.98	9					
173003	Umatilla and Huntington	Oregon R. R. and Navigation Co.	218.12	264.20	57,627.30	7	217.70	50.00	10,885.00	1 line 60 feet	

C.—*Railroad Mail Service and railway post-office cars as in operation June 30, 1897*—Continued.

Number of route.	State and termini.	Title of company.	Length of route.	Pay per mile for transportation.	Annual rate of pay for transportation.	Average number of trips per week.	Authorized mileage, railway post-office cars.	Pay per mile for railway post-office cars.	Annual rate of pay for railway post-office cars.	Lines of railway post-office cars authorized.	Remarks.
	NEBRASKA—continued.		*Miles.*	*Dollars.*	*Dollars.*		*Miles.*	*Dollars.*	*Dollars.*		
157071	Summit Junction (n. o.) and West Side Junction (n. o.).	Missouri Pacific Rwy. Co...	3.05	137.66	419.86	7					
157072	Vacant.										
157073	Vacant.										
			6,936.51		1,461,827.09				206,885.50		
	SOUTH DAKOTA.										
159001	Sioux City, Iowa, and Mitchell.	Chicago, Milwaukee and St. Paul Rwy. Co.	138.80	139.37	19,274.87	9.61					
159002	Marion and Chamberlain...	....do	111.58	137.66	15,360.10	12					
159003	Flandreau and Sioux Falls..	....do	39.32	94.91	3,731.86	11.64					
159004	Egan and Woonsocket.....	....do	85.24	104.31	8,891.38	10.11					
159005	Vacant.										
159006	Huron and Columbia.....	Chicago and Northwestern Rwy. Co.	97.21	128.25	12,467.18	6					
159007	Ashton and Edgeley.....	Chicago, Milwaukee and St. Paul Rwy. Co.	96.86	88.92	8,612.79	6					
159008	Brookings and Watertown..	Chicago and Northwestern Rwy. Co.	48.16	83.79	4,035.32	8.12					
159009	Mitchell and Ashton.....	Chicago, Milwaukee and St. Paul Rwy. Co.	96.07	131.67	12,649.53	7.77					
159010	Centerville and Yankton...	Chicago and Northwestern Rwy. Co.	29.28	44.46	1,301.78	12					
159011	Andover and Harlem.....	Chicago, Milwaukee and St. Paul Rwy. Co.	55.86	42.75	2,388.01	8					
159012	Columbia and Oakes.....	Chicago and Northwestern Rwy. Co.	39.56	113.72	4,498.76	6					
159013	Redfield and Gettysburg....	....do	75.93	65.84	4,999.23	6					
159014	Tripp and Armour.....	Chicago, Milwaukee and St. Paul Rwy. Co.	20.24	59.00	1,194.16	6					
159015	Eureka and Orient.....	....do	67.76	58.14	3,939.56	6					
159016	Vacant.										
159017	Madison and Bristol.....	....do	103.55	72.68	7,529.01	6					
159018	Doland and Groton.....	Chicago and Northwestern Rwy. Co.	39.24	47.88	1,878.81	6					

	[illegible] and Mitchell	Chicago, St. Paul, Minneapolis and Omaha Rwy. Co.	83.15	47.88	[illegible]						
159020	Vacant.										
159021	Watertown and Huron	Duluth, Watertown and Pacific Rwy. Co.	70.63	42.75	3,019.43	3					
159022	Vacant.										
159023	Lead and Piedmont	Black Hills and Fort Pierre R. R. Co.	37.61	50.45	1,897.42	7					
159024	Vacant.										
159025	Buffalo Gap and Hot Springs.	Fremont, Elkhorn and Missouri Valley R. R. Co.	14.40	53.01	763.34	14					
159026	Vacant.										
159027	Minnekahta (n. o.) and Hot Springs.	Burlington and Missouri River R. R. Co. in Nebraska.	13.58	42.75	580.54	14					
159028	Vacant.										
159029	Whitewood and Belle Fourche.	Fremont, Elkhorn and Missouri Valley R. R. Co.	20.05	44.46	891.42	6					
159030	Vacant.										
159031	Sioux Falls and Yankton	Willmar and Sioux Falls Rwy. Co.	63.29	49.59	3,138.55	6					
159032	Englewood and Spearfish	Burlington and Missouri River R. R. Co. in Nebraska.	31.29	42.75	1,337.64	6					
159033	Pluma Station (n. o.) and Lead.	do	1.39	42.75	59.42	6					
			1,429.55		126,024.33						
	NORTH DAKOTA.										
161001	Breckenridge and Hope	Great Northern Rwy. Co	95.56	83.79	8,006.96	5.19					
161002	Fargo and Neche	do	158.17	165.02	26,101.21	9.97	78.15	40.00	3,126.00	1 line 50 feet	Fargo to Grand Forks.
161003	Casselton and Langdon	do	151.54	76.10	11,532.20	6.10					
161004	Ripon (n. o.) and Portland Junction (n. o.).	do	41.39	42.75	1,769.42	3					
161005	Fargo and Edgeley	Fargo and Southwestern R. R. Co.	111.39	72.68	8,095.82	6.28					
161006	Jamestown and Leeds	Northern Pacific Rwy. Co	108.71	46.17	5,019.14	3					
161007	Sanborn and Cooperstown	do	36.96	42.75	1,580.04	6					
161008	Fargo and Ortonville	Chicago, Milwaukee and St. Paul Rwy. Co.	119.71	71.82	8,597.57	6					
161009	Jamestown and Lamoure	Northern Pacific Rwy. Co	48.65	58.14	2,828.51	6					
161010	Devils Lake and Great Falls, Mont.	Great Northern Rwy. Co	667.97	139.37	93,094.97	7	117.72	25.00	2,943.00	1 line 40 feet	Devils Lake to Minot N. Dak.
161011	Tintah Junction (n. o.), Minn., and Aberdeen.	do	119.14	67.55	8,047.90	3					
161012	Oakes Junction (n. o.) and Oakes.	James River Valley R. R. Co.	15.34	54.72	839.40	6					
161013	Vacant.										
161014	Rutland and Ellendale	Great Northern Rwy. Co	49.80	42.75	2,128.95	3					

C.—*Railroad Mail Service and railway post-office cars as in operation June 30, 1897*—Continued.

Number of route.	State and termini.	Title of company.	Length of route.	Pay per mile for transportation.	Annual rate of pay for transportation.	Average number of trips per week.	Authorized mileage, railway post-office cars.	Pay per mile for railway post-office cars.	Annual rate of pay for railway post-office cars.	Lines of railway post-office cars authorized.	Remarks.
	NEBRASKA—continued.		*Miles.*	*Dollars.*	*Dollars.*		*Miles.*	*Dollars.*	*Dollars.*		
157071	Summit Junction (n. o.) and West Side Junction (n. o.).	Missouri Pacific Rwy. Co...	3.05	137.66	419.86	7					
157072	Vacant.										
157073	Vacant.										
			6,936.51		1,461,827.09				206,885.50		
	SOUTH DAKOTA.										
159001	Sioux City, Iowa, and Mitchell.	Chicago, Milwaukee and St. Paul Rwy. Co.	138.80	139.37	19,274.87	9.61					
159002	Marion and Chamberlain...	.....do.....	111.58	137.66	15,360.10	12					
159003	Flandreau and Sioux Falls..	.....do.....	39.32	94.91	3,731.86	11.64					
159004	Egan and Woonsocket.....	.....do.....	85.24	104.31	8,891.38	10.11					
159005	Vacant.										
159006	Huron and Columbia.....	Chicago and Northwestern Rwy. Co.	97.21	128.25	12,467.18	6					
159007	Ashton and Edgeley.....	Chicago, Milwaukee and St. Paul Rwy. Co.	96.86	88.92	8,612.79	6					
159008	Brookings and Watertown..	Chicago and Northwestern Rwy. Co.	48.16	83.79	4,035.32	8.12					
159009	Mitchell and Ashton.....	Chicago, Milwaukee and St. Paul Rwy. Co.	96.07	131.67	12,649.53	7.77					
159010	Centerville and Yankton...	Chicago and Northwestern Rwy. Co.	29.28	44.46	1,301.78	12					
159011	Andover and Harlem.....	Chicago, Milwaukee and St. Paul Rwy. Co.	55.86	42.75	2,388.01	3					
159012	Columbia and Oakes.....	Chicago and Northwestern Rwy. Co.	39.56	113.72	4,498.76	6					
159013	Redfield and Gettysburg....	.....do.....	75.93	65.84	4,999.23	6					
159014	Tripp and Armour.....	Chicago, Milwaukee and St. Paul Rwy. Co.	20.24	59.00	1,194.16	6					
159015	Eureka and Orient.....	.....do.....	67.76	58.14	3,939.56	6					
159016	Vacant.										
159017	Madison and Bristol.....	.....do.....	103.55	72.68	7,526.01	6					

C.—*Railroad Mail Service and railway post-office cars as in operation June 30, 1897*—Continued.

Number of route.	State and termini.	Title of company.	Length of route.	Pay per mile for transportation.	Annual rate of pay for transportation.	Average number of trips per week.	Authorized mileage, railway post-office cars.	Pay per mile for railway post-office cars.	Annual rate of pay for railway post-office cars.	Lines of railway post-office cars authorized.	Remarks.
	NORTH DAKOTA—continued.		*Miles.*	*Dollars.*	*Dollars.*		*Miles.*	*Dollars.*	*Dollars.*		
161015	Fairmount and Oakes.....	Minneapolis, St. Paul and Sault Ste. Marie Rwy. Co.	73.41	82.08	6,025.49	6.20	.....	.....	.....	.....	
161016	Vacant.										
161017	Carrington and Sykeston...	Northern Pacific Rwy. Co...	12.81	42.75	547.62	3	.....	.....	.....	.....	
161018	Hankinson and Portal.....	Minneapolis, St. Paul and Sault Ste. Marie Rwy. Co.	344.50	144.50	49,780.25	7	.....	.....	.....	.....	
			2,155.05		233,995.45				6,069.00		
	MONTANA.										
163001	Silver Bow and Garrison....	Montana Union Rwy. Co....	44.52	84.65	3,768.61	17.53	.....	.....	.....	.....	
163002	Logan Station and Butte....	Northern Pacific Rwy. Co..	71.48	114.57	8,189.46	7	.....	.....	.....	.....	
163003	Stuart and Anaconda.....	Montana Union Rwy. Co....	8.60	75.24	647.06	21	.....	.....	.....	.....	
163004	Drummond and Phillipsburg.	Northern Pacific Rwy. Co..	26.66	48.74	1,299.41	6	.....	.....	.....	.....	
163005	Butte and Great Falls.....	Montana Central Rwy. Co...	172.92	117.99	20,402.83	10.01	.....	.....	.....	.....	
163006	Vacant.										
163007	Clough and Marysville.....	Northern Pacific Rwy. Co..	12.42	42.75	530.95	6	.....	.....	.....	.....	
163008	Missoula and Grantsdale....	.....do	51.44	71.82	3,694.42	6	.....	.....	.....	.....	
163009	Silver Bow and Butte.....	Montana Union Rwy Co....	8.01	142.79	1,143.74	35	.....	.....	.....	.....	
163010	Vacant.										
163011	Laurel Junction (n. o.) and Red Lodge.	Northern Pacific Rwy. Co..	44.52	43.61	1,941.51	6	.....	.....	.....	.....	
163012	Livingston and Cinnabar ...	.....do	51.40	42.75	2,197.35	7	.....	.....	.....	.....	
163013	Boulder Valley and Elkhorn.	Northern Pacific Rwy. Co..	21.17	42.75	905.01	6	.....	.....	.....	.....	
163014	Vacant.										
163015	Great Falls and Neihart.	Montana Central Rwy. Co..	66.81	42.75	2,856.12	3	.....	.....	.....	.....	
163016	Vacant.										
163017	De Smet Station (n. o.) and Wallace, Idaho.	Northern Pacific Rwy. Co..	128.50	42.75	5,493.37	6	.....	.....	.....	.....	
163018	Pacific Junction (n. o.) and Spokane, Wash.	Great Northern Rwy. Co....	512.94	80.37	41,224.98	7	.....	.....	.....	.....	
163019	Great Falls and Canadian Line (n. o.).	Great Falls and Canada Rwy. Co.	132.50	.....	2,800.00	5.80	.....	.....	.....	.....	Agreement.
163020	Helena Station (n. o.) and	Northern Pacific Rwy. Co..	36.90	.....	.....	6	.....	.....	.....	.....	Do.

	WYOMING.									
164001	Granger and Huntington, Oreg.	Oregon Short Line R. R. Co.	541.44	266.87	154,781.45	7	541.29	50.00	27,064.50	1 line 60 feet.
164002	Cheyenne and Orin	Union Pacific, Denver and Gulf Rwy. Co.	154.14	78.24	11,597.40	6				
164003	Vacant.									
164004	Edgemont, S. Dak., and Sheridan.	Burlington and Missouri River R. R. Co. in Nebraska.	223.40	81.23	18,146.78	7				
164005	Vacant.									
164006	Newcastle and Cambria	do	7.19	42.75	307.37	6				
164007	Sheridan and Billings, Mont.	do	143.56	135.95	19,516.98	6				
			1,069.73		204,350.07				27,064.50	
	COLORADO.									
165001	Pueblo and Trinidad	Denver and Rio Grande R. R. Co.	92.53	47.88	4,430.33	7				
165002	Erie and Boulder	Union Pacific Rwy. Co.	14.05	42.75	600.63	6				
165003	Denver and Fort Collins	Union Pacific, Denver and Gulf Rwy. Co.	74.97	122.27	9,166.58	14.33				
165004	Mears (n. o.) and Espanola, N. Mex.	Denver and Rio Grande R. R. Co.	194.50	97.47	18,957.91	6.33				
165005	Denver and Leadville	Denver, Leadville and Gunnison Rwy. Co.	151.98	101.75	15,463.96	7.74				
165006	La Junta and Deming, N. Mex.	Atchison, Topeka and Santa Fe Rwy. Co.	578.51	227.43	131,570.52	15.50	347.50	40.00	18,900.00	1 line 50 feet. La Junta to Albuquerque.
165007	Denver and Cheyenne	Union Pacific Rwy. Co.	107.53	151.34	16,273.59	17.05				
165008	Marshall Junction (n. o.) and Lafayette.	Union Pacific, Denver and Gulf Rwy. Co.	6.24	42.75	266.76	14				
165009	Vacant.									
165010	Erie and Brighton	Union Pacific Rwy. Co.	14.79		300.00	6				Agreement.
165011	Cucharas and Creede	Denver and Rio Grande R. R. Co.	151.10	49.59	7,492.04	5.96				
165012	Salida and Grand Junction	do	209.38	112.86	23,630.62	7.48				
165013	Vacant.									
165014	Vacant.									
165015	Como and Alma	Denver, Leadville and Gunnison Rwy. Co.	33.20	42.75	1,419.30	6				
165016	Gunnison and Crested Butte.	Denver and Rio Grande R. R. Co.	28.50	42.75	1,218.37	6				
165017	Julesburg and Lasalle	Union Pacific, Denver and Gulf Rwy. Co.	151.01	95.76	14,460.71	7				
165018	Glenwood Springs and Aspen.	Denver and Rio Grande R. R. Co.	41.66	55.58	2,316.57	14				
165019	Denver and Newcastle	do	384.82	191.52	73,700.72	12.70				
165020	Argo Junction (n. o.) and Silver Plume.	Union Pacific, Denver and Gulf Rwy. Co.	51.63	98.33	5,076.77	12.49				
165021	Forkscreek and Central City.	Union Pacific, Denver and Gulf Rwy. Co.	11.26	58.14	654.65	14				

C.—*Railroad Mail Service and railway post-office cars as in operation June 30, 1897*—Continued.

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	COLORADO—continued.		*Miles.*	*Dollars.*	*Dollars.*		*Miles.*	*Dollars.*	*Dollars.*		
165022	Sheridan Junction (n. o.) and Morrison.	Denver, Leadville and Gunnison Rwy. Co.	9.64	42.75	412.11	12					
165023	Denver and Pueblo	Union Pacific, Denver and Gulf Rwy. Co.	126.71	114.57	14,517.16	7					
165024	Vacant.										
165025	Manitou Junction (n. o.) and Colorado Springs.	do	9.29	42.75	397.14	14					
165026	Dickey Station (n. o.) and Dillon.	Denver, Leadville and Gunnison Rwy. Co.	2.97	42.75	126.96	6					
165027	Greeley and Fort Collins	Union Pacific, Denver and Gulf Rwy. Co.	25.09	76.95	1,930.67	7					
165028	Denver and Lyons	Burlington and Missouri River R. R. Co. in Nebraska.	48.96	47.03	2,302.58	9					
165029	Vacant.										
165030	Colorado Springs and Manitou.	Denver and Rio Grande R. R. Co.	5.58	59.85	333.96	21					
165031	Vacant.										
165032	Vacant.										
165033	Vacant.										
165034	Colorado Springs and Aspen	Colorado Midland R. R. Co.	209.04	92.34	19,302.75	7.94					
165035	Denver and Pueblo	Atchison, Topeka and Santa Fe Rwy. Co.	118.09	130.82	15,527.02	22.58					
165036	Towner and Pueblo	Kansas and Colorado Pacific Rwy. Co.	151.24	120.56	18,233.49	7					
165037	Montrose and Ouray	Denver and Rio Grande R. R. Co.	36.54	96.62	3,530.49	7					
165038	Gunnison and Baldwin	Denver, Leadville and Gunnison Rwy. Co.	18.37	42.75	785.31	8					
165039	Basalt and Newcastle	Colorado Midland R. R. Co.	35.74	42.75	1,527.88	7					
165040	Military Junction (n. o.) and Fort Logan.	Denver and Rio Grande R. R. Co.	1.76	42.75	75.24	14					
165041	Lake Junction (n. o.) and Lake City.	do	36.01	42.75	1,539.42	6					
165042	Newcastle and Grand Junction.	do	77.96	147.06	11,376.56	14					
165043	Ridgway and Telluride	Rio Grande Southern R. R. Co.	45.56	70.97	3,233.39	7					

165044	Trinidad and Catskill	Union Pacific, Denver and Gulf Rwy. Co.	27.54	42.75	1,177.83	6					
165045	Illium (n. o.) and Durango	Rio Grande Southern R. R. Co.	124.60	54.72	6,818.11	6					
165046	Cardiff and Gulch	Colorado Midland R. R. Co.	15.16	42.75	648.09	6					
165047	Pueblo and Trinidad	Union Pacific, Denver and Gulf Rwy. Co.	97.78	69.26	6,768.78	6					Agreement.
165048	Vacant.										
165049	Villa Park and Golden	Denver, Lakewood and Golden R. R. Co.	11.10	.....	474.52	6					Do.
165050	Vacant.										
165051	Vacant.										
165052	Vacant.										
165053	Vacant.										
165054	Vacant.										
165055	Vacant.										
165056	Vacant.										
165057	Vacant.										
165058	Limon Station and Denver	Chicago, Rock Island and Pacific Rwy. Co.	91.21	10.26	935.81	13					Lap over 155001.
165059	Florence and Cripple Creek	Florence and Cripple Creek R. R. Co.	40.87	64.98	2,655.73	6					
165060	Divide and Cripple Creek	Midland Terminal Rwy. Co.	30.23	.....	1,292.33	6					Agreement.
165061	Victor and Goldfield	Florence and Cripple Creek R. R. Co.	1.24	42.75	53.01	14					
165062	Hill Top Junction (n. o.) and Leavick.	Denver, South Park and Hill Top Rwy. Co.	11.62	42.75	496.75	6					Do.
			3,707.53		443,473.62				13,900.00		
	NEW MEXICO.										
167001	Lamy and Santa Fe	Atchison, Topeka and Santa Fe Rwy. Co.	18.80	61.56	1,157.32	14					
167002	Antonito, Colo., and Silverton, Colo.	Denver and Rio Grande R. R. Co.	216.94	85.50	18,548.37	6					
167003	Albuquerque and Needles, Cal.	Atlantic and Pacific R. R. Co.	577.74	170.32	98,400.67	14					All land grant.
167004	Rincon and El Paso, Tex	Atchison, Topeka and Santa Fe Rwy. Co.	77.18	92.34	7,126.80	14					
167005	Vacant.										
167006	Deming and Silver City	do	48.72	74.39	3,624.28	7					
167007	East Las Vegas and Las Vegas.	do	6.80	.....	150.00	6					Agreement.
167008	Nutt Station (n. o) and Lake Valley.	do	13.28	49.59	658.55	7					
167009	State Line (n. o.) and Roswell.	Pecos Valley Rwy. Co	110.44	.....	4,721.31	7					Do.
167010	Socorro and Magdalena	Atchison, Topeka and Santa Fe Rwy. Co.	27.44	42.75	1,173.06	6					
167011	Espanola and Santa Fe	Rio Grande and Santa Fe R. R. Co.	40.42	56.43	2,280.90	6					
167012	Lordsburg and Clifton	Arizona and New Mexico Rwy. Co.	72.12	42.75	3,083.13	6					

C.—*Railroad Mail Service and railway post-office cars as in operation June 30, 1897*—Continued.

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	COLORADO—continued.		*Miles.*	*Dollars.*	*Dollars.*		*Miles.*	*Dollars.*	*Dollars.*		
165022	Sheridan Junction (n. o.) and Morrison.	Denver, Leadville and Gunnison Rwy. Co.	9.64	42.75	412.11	12					
165023	Denver and Pueblo	Union Pacific, Denver and Gulf Rwy. Co.	126.71	114.57	14,517.16	7					
165024	Vacant.										
165025	Manitou Junction (n. o.) and Colorado Springs.	do	9.29	42.75	397.14	14					
165026	Dickey Station (n. o.) and Dillon.	Denver, Leadville and Gunnison Rwy. Co.	2.97	42.75	126.96	6					
165027	Greeley and Fort Collins	Union Pacific, Denver and Gulf Rwy. Co.	25.09	76.95	1,930.67	7					
165028	Denver and Lyons	Burlington and Missouri River R. R. Co. in Nebraska.	48.96	47.03	2,302.58	9					
165029	Vacant.										
165030	Colorado Springs and Manitou.	Denver and Rio Grande R. R. Co.	5.58	59.85	333.96	21					
165031	Vacant.										
165032	Vacant.										
165033	Vacant.										
165034	Colorado Springs and Aspen.	Colorado Midland R. R. Co.	209.04	92.34	19,302.75	7.94					
165035	Denver and Pueblo	Atchison, Topeka and Santa Fe Rwy. Co.	118.69	130.82	15,527.02	22.58					
165036	Towner and Pueblo	Kansas and Colorado Pacific Rwy. Co.	151.24	120.56	18,233.49	7					
165037	Montrose and Ouray	Denver and Rio Grande R. R. Co.	36.54	96.62	3,530.49	7					
165038	Gunnison and Baldwin	Denver, Leadville and Gunnison Rwy. Co.	18.37	42.75	785.31	8					
165039	Basalt and Newcastle	Colorado Midland R. R. Co.	35.74	42.75	1,527.88	7					
165040	Military Junction (n. o.) and Fort Logan.	Denver and Rio Grande R. R. Co.	1.76	42.75	75.24	14					
165041	Lake Junction (n. o.) and Lake City.	do	36.01	42.75	1,539.42	6					
165042	Newcastle and Grand Junction.	do	77.36	147.06	11,376.56	14					
165043	Ridgway and Telluride	Rio Grande Southern R. R. Co.	45.56	70.97	3,233.39	7					

165044	Trinidad and Catskill	Union Pacific, Denver and Gulf Rwy. Co.	27.54	42.75	1,177.33	6					
165045	Illium (n. o.) and Durango	Rio Grande Southern R. R. Co.	124.60	54.72	6,818.11	6					
165046	Cardiff and Gulch	Colorado Midland R. R. Co.	15.16	42.75	648.09	6					
165047	Pueblo and Trinidad	Union Pacific, Denver and Gulf Rwy. Co.	97.78	69.26	6,768.78	6					Agreement.
165048	Vacant.										
165049	Villa Park and Golden	Denver, Lakewood and Golden R. R. Co.	11.10		474.52	6					Do.
165050	Vacant.										
165051	Vacant.										
165052	Vacant.										
165053	Vacant.										
165054	Vacant.										
165055	Vacant.										
165056	Vacant.										
165057	Vacant.										
165058	Limon Station and Denver	Chicago, Rock Island and Pacific Rwy. Co.	91.21	10.26	935.81	13					Lap over 155001.
165059	Florence and Cripple Creek	Florence and Cripple Creek R. R. Co.	40.87	64.98	2,655.73	6					
165060	Divide and Cripple Creek	Midland Terminal Rwy. Co.	30.23		1,292.33	6					Agreement.
165061	Victor and Goldfield	Florence and Cripple Creek R. R. Co.	1.24	42.75	53.01	14					
165062	Hill Top Junction (n. o.) and Leavick.	Denver, South Park and Hill Top Rwy. Co.	11.62	42.75	496.75	6					Do.
			3,707.53		443,473.62				13,900.00		
	NEW MEXICO.										
167001	Lamy and Santa Fe	Atchison, Topeka and Santa Fe Rwy. Co.	18.80	61.56	1,157.32	14					
167002	Antonito, Colo., and Silverton, Colo.	Denver and Rio Grande R. R. Co.	216.94	85.50	18,548.37	6					
167003	Albuquerque and Needles, Cal.	Atlantic and Pacific R. R. Co.	577.74	170.32	98,400.67	14					All land grant.
167004	Rincon and El Paso, Tex	Atchison, Topeka and Santa Fe Rwy. Co.	77.18	92.34	7,126.80	14					
167005	Vacant.										
167006	Deming and Silver City	do	48.72	74.39	3,624.28	7					
167007	East Las Vegas and Las Vegas.	do	6.80		150.00	6					Agreement.
167008	Nutt Station (n. o) and Lake Valley.	do	13.28	49.59	658.55	7					
167009	State Line (n. o.) and Roswell.	Pecos Valley Rwy. Co	110.44		4,721.31	7					Do.
167010	Socorro and Magdalena	Atchison, Topeka and Santa Fe Rwy. Co.	27.44	42.75	1,173.06	6					
167011	Espanola and Santa Fe	Rio Grande and Santa Fe R. R. Co.	40.42	56.43	2,280.90	6					
167012	Lordsburg and Clifton	Arizona and New Mexico Rwy. Co.	72.12	42.75	3,083.13	6					

C.—*Railroad Mail Service and railway post-office cars as in operation June 30, 1897*—Continued.

Number of route.	State and termini.	Title of company.	Length of route.	Pay per mile for transportation.	Annual rate of pay for transportation.	Average number of trips per week.	Authorized mileage, railway post-office cars.	Pay per mile for railway post-office cars.	Annual rate of pay for railway post-office cars.	Lines of railway post-office cars authorized.	Remarks.
	NEW MEXICO—cont'd.		*Miles.*	*Dollars.*	*Dollars.*		*Miles.*	*Dollars.*	*Dollars.*		
167013	Whitewater (n. o.) and Halls Station (n. o.).	Silver City and Northern R. R. Co.	13.00	42.75	555.75	6	.....	.....	.....	.....	
			1,222.88		141,480.14						
	ARIZONA.										
168001	Yuma and El Paso, Tex.....	Southern Pacific Co.....	564.03	143.64	81,017.26	7	.....	.....	.....	.....	
168002	Benson and Nogales	New Mexico and Arizona R. R. Co.	88.57	75.24	6,664.00	7	.....	.....	.....	.....	
168003	Benson and Fairbank	Arizona and Southeastern R. R. Co.	19.00	.....	.....	6	.....	.....	.....	.....	Agreement.
168004	Maricopa and Phœnix.....	Maricopa and Phœnix R. R. Co.	35.19	77.81	2,738.13	7	.....	.....	.....	.....	
168005	Fairbank and Bisbee.....	Arizona and Southeastern R. R. Co.	36.84	42.75	1,553.53	6	.....	.....	.....	.....	
168006	Ashfork and Prescott.....	Santa Fe, Prescott and Phœnix Rwy. Co.	60.12	69.26	4,163.91	13	.....	.....	.....	.....	
168007	Junction and Jerome.....	United Verde and Pacific Rwy. Co.	26.33	42.75	1,125.60	7	.....	.....	.....	.....	
168008	Teviston and Pima.....	Gila Valley, Globe and Northern Rwy. Co.	48.38	.....	2,068.24	6	.....	.....	.....	.....	Do.
168009	Pima and Fort Geronimo.....	.....do	20.75	42.75	887.06	6	.....	.....	.....	.....	
168010	Prescott and Phœnix.....	Santa Fe, Prescott and Phœnix Rwy. Co.	137.36	80.37	11,039.62	14	.....	.....	.....	.....	
168011	Tempe and Mesa.....	Maricopa and Phœnix and Salt River Valley R. R. Co.	8.79	42.75	375.77	14	.....	.....	.....	.....	
			1,044.86		111,633.12				.....		
	UTAH.										
169001	Ogden and Frisco	Oregon Short Line R. R. Co.	276.35	114.57	31,661.41	8.85	.....	.....	.....	.....	

169005	Salt Lake City and Stockton.	Oregon Short Line R. R. Co.	38.90	42.75	1,060.82	6					
169006	Vacant.										
169007	Cache Junction and Preston.	....do	42.77	66.99	2,852.23	14					
169008	Echo City and Park City....	Echo and Park City Rwy. Co.	28.32	47.88	1,355.96	7					
169009	Colton and Schofield	Rio Grande Western Rwy. Co.	16.35	42.75	698.97	6					
169010	Nephi and Moroni	San Pete Valley Rwy. Co ...	24.17	46.17	1,115.92	7					
169011	Lehi Junction (n. o.) and Silver City.	Oregon Short Line R. R. Co.	54.18	42.75	2,316.19	7					
169012	Silver City Junction (n. o.) and Eureka.	.....do	3.31	42.75	141.50	7					
169013	Salt Lake City and Park City.	Utah Central Rwy. Co.....	32.50	47.03	1,528.47	7.77					
169014	Thistle and Salina	Rio Grande Western Rwy. Co.	87.40	70.11	6,127.61	7					
169015	Springville and Silver City.	.....do	45.58	.....	1,700.90	6					Agreement.
169016	Vacant.										
169017	Moroni and Manti	San Pete Valley Rwy. Co...	19.50	.....	760.00	6					Do.
169018	Vacant.										
169019	Fairfield Station (n. o.) and Mercur.	Salt Lake and Mercur R. R. Co.	11.41	.....	300.00	6					Do.
169020	Mammoth Junction (n. o.) and Robinson.	Oregon Short Line R. R. Co.	1.76	42.75	75.24	7					
169021	Salina and Belknap Station (n. o.)	Rio Grande Western Rwy. Co.	37.44	42.75	1,600.56	6					
			1,454.58		164,424.09						
	IDAHO.										
170001	Shoshone and Ketchum.....	Oregon Short Line R. R. Co..	70.14	56.43	3,958.00	6					
170002	Hauser and Coeur d'Alene..	Northern Pacific Rwy. Co...	13.66	42.75	583.96	6					
170003	Wallace and Burke	.....do	6.89	42.75	294.54	6					
170004	Nampa and Boise	Oregon Short Line R. R. Co..	20.18	80.37	1,621.85	14					
170005	Vacant.										
170006	Tekoa, Wash., and Wallace .	Oregon R. R. and Navigation Co.	80.29	80.37	6,452.90	7					
170007	Vacant.										
170008	Pullman Junction (n. o.), Wash., and Juliaetta.	Northern Pacific Rwy. Co...	38.12	67.55	2,575.00	7					
			229.28		15,486.25						
	WASHINGTON.										
171001	Portland and Tacoma	Northern Pacific Rwy. Co...	144.80	173.05	25,057.64	14.30					All land grant.
171002	Seattle and Newcastle.....	Columbia and Puget Sound R. R. Co.	18.89	42.75	807.54	6					
171003	Olympia and Tenino	Port Townsend Southern R. R. Co.	16.53	46.17	763.19	7					
171004	Walla Walla and Wallula...	Oregon R. R. and Navigation Co.	32.27	152.19	4,911.17	7					

C.—*Railroad Mail Service and railway post-office cars as in operation June 30, 1897*—Continued.

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	NEBRASKA—continued.		*Miles.*	*Dollars.*	*Dollars.*		*Miles.*	*Dollars.*	*Dollars.*		
157071	Summit Junction (n. o.) and West Side Junction (n. o.).	Missouri Pacific Rwy. Co...	3.05	137.66	419.86	7					
157072	Vacant.										
157073	Vacant.										
			6,936.51		1,461,827.09				206,885.50		
	SOUTH DAKOTA.										
159001	Sioux City, Iowa, and Mitchell.	Chicago, Milwaukee and St. Paul Rwy. Co.	138.30	139.37	19,274.87	9.61					
159002	Marion and Chamberlain...	....do	111.58	137.66	15,360.10	12					
159003	Flandreau and Sioux Falls..	....do	39.32	94.91	3,731.86	11.64					
159004	Egan and Woonsocket.....	....do	85.24	104.31	8,891.38	10.11					
159005	Vacant.										
159006	Huron and Columbia.....	Chicago and Northwestern Rwy. Co.	97.21	128.25	12,467.18	6					
159007	Ashton and Edgeley.....	Chicago, Milwaukee and St. Paul Rwy. Co.	96.86	88.92	8,612.79	6					
159008	Brookings and Watertown..	Chicago and Northwestern Rwy. Co.	48.16	83.79	4,035.82	8.12					
159009	Mitchell and Ashton.....	Chicago, Milwaukee and St. Paul Rwy. Co.	96.07	131.67	12,649.53	7.77					
159010	Centerville and Yankton ...	Chicago and Northwestern Rwy. Co.	29.28	44.46	1,301.78	12					
159011	Andover and Harlem.....	Chicago, Milwaukee and St. Paul Rwy. Co.	55.86	42.75	2,388.01	3					
159012	Columbia and Oakes.....	Chicago and Northwestern Rwy. Co.	39.56	113.72	4,498.76	6					
159013	Redfield and Gettysburg....	....do	75.93	65.84	4,999.23	6					
159014	Tripp and Armour.....	Chicago, Milwaukee and St. Paul Rwy. Co.	20.24	59.00	1,194.16	6					
159015	Eureka and Orient.....	....do	67.76	58.14	3,939.56	6					
159016	Vacant.										
159017	Madison and Bristol.....	....do	103.55	72.68	7,526.01	6					
159018	Doland and Groton.....	Chicago and Northwestern Rwy. Co.	39.24	47.88	1,878.81	6					

159019	Salem and Mitchell.....	Chicago, St. Paul, Minneapolis and Omaha Rwy. Co.	30.10	37.88	1,057.24	6	.....	.....	.....	.....	
159020	Vacant.										
159021	Watertown and Huron.....	Duluth, Watertown and Pacific Rwy. Co.	70.63	42.75	3,019.43	3	.....	.....	.....	.....	
159022	Vacant.										
159023	Lead and Piedmont.....	Black Hills and Fort Pierre R. R. Co.	37.61	50.45	1,897.42	7	.....	.....	.....	.....	
159024	Vacant.										
159025	Buffalo Gap and Hot Springs.	Fremont, Elkhorn and Missouri Valley R. R. Co.	14.40	53.01	763.34	14	.....	.....	.....	.....	
159026	Vacant.										
159027	Minnekahta (n. o.) and Hot Springs.	Burlington and Missouri River R. R. Co. in Nebraska.	13.58	42.75	580.54	14	.....	.....	.....	.....	
159028	Vacant.										
159029	Whitewood and Belle Fourche.	Fremont, Elkhorn and Missouri Valley R. R. Co.	20.05	44.46	891.42	6	.....	.....	.....	.....	
159030	Vacant.										
159031	Sioux Falls and Yankton...	Willmar and Sioux Falls Rwy. Co.	63.29	49.59	3,138.55	6	.....	.....	.....	.....	
159032	Englewood and Spearfish...	Burlington and Missouri River R. R. Co. in Nebraska.	31.29	42.75	1,337.64	6	.....	.....	.....	.....	
159033	Pluma Station (n. o.) and Lead.	.....do.....	1.39	42.75	59.42	6	.....	.....	.....	.....	
			1,429.55		126,024.33		.....	.....	.....	.....	
	NORTH DAKOTA.										
161001	Breckenridge and Hope.....	Great Northern Rwy. Co....	95.56	83.79	8,006.96	5.19	.....	.....	.....	.....	
161002	Fargo and Neche.....	.....do.....	158.17	165.02	26,101.21	9.97	78.15	40.00	3,126.00	1 line 50 feet..	Fargo to Grand Forks.
161003	Casselton and Langdon.....	.....do.....	151.54	76.10	11,532.20	6.10	.....	.....	.....	.....	
161004	Ripon (n. o.) and Portland Junction (n. o.).	.....do.....	41.39	42.75	1,769.42	3	.....	.....	.....	.....	
161005	Fargo and Edgeley.....	Fargo and Southwestern R. R. Co.	111.39	72.68	8,095.82	6.28	.....	.....	.....	.....	
161006	Jamestown and Leeds.....	Northern Pacific Rwy. Co...	108.71	46.17	5,019.14	3	.....	.....	.....	.....	
161007	Sanborn and Cooperstown...	.....do.....	36.96	42.75	1,580.04	6	.....	.....	.....	.....	
161008	Fargo and Ortonville.....	Chicago, Milwaukee and St. Paul Rwy. Co.	119.71	71.82	8,597.57	6	.....	.....	.....	.....	
161009	Jamestown and Lamoure....	Northern Pacific Rwy. Co..	48.65	58.14	2,828.51	6	.....	.....	.....	.....	
161010	Devils Lake and Great Falls, Mont.	Great Northern Rwy. Co....	667.97	139.37	93,094.97	7	117.72	25.00	2,943.00	1 line 40 feet..	Devils Lake to Minot N. Dak.
161011	Tintah Junction (n. o.), Minn., and Aberdeen.	.....do.....	119.14	67.55	8,047.90	3	.....	.....	.....	.....	
161012	Oakes Junction (n. o.) and Oakes.	James River Valley R. R. Co.	15.34	54.72	839.40	6	.....	.....	.....	.....	
161013	Vacant.										
161014	Rutland and Ellendale.....	Great Northern Rwy. Co....	49.80	42.75	2,128.95	3	.....	.....	.....	.....	

C.—*Railroad Mail Service and railway post-office cars as in operation June 30, 1897*—Continued.

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	NORTH DAKOTA—continued.		*Miles.*	*Dollars.*	*Dollars.*		*Miles.*	*Dollars.*	*Dollars.*		
161015	Fairmount and Oakes.....	Minneapolis, St. Paul and Sault Ste. Marie Rwy. Co.	73.41	82.08	6,025.49	6.20	.....	.....	.....	.....	
161016	Vacant.										
161017	Carrington and Sykeston...	Northern Pacific Rwy. Co...	12.81	42.75	547.62	3	.....	.....	.....	.....	
161018	Hankinson and Portal.....	Minneapolis, St. Paul and Sault Ste. Marie Rwy. Co.	344.50	144.50	49,780.25	7	.....	.....	.....	.....	
			2,155.05		233,995.45				6,069.00		
	MONTANA.										
163001	Silver Bow and Garrison....	Montana Union Rwy. Co....	44.52	84.65	3,768.61	17.53	.....	.....	.....	.....	
163002	Logan Station and Butte....	Northern Pacific Rwy. Co..	71.48	114.57	8,189.46	7	.....	.....	.....	.....	
163003	Stuart and Anaconda.....	Montana Union Rwy. Co....	8.60	75.24	647.06	21	.....	.....	.....	.....	
163004	Drummond and Phillipsburg.	Northern Pacific Rwy. Co..	26.66	48.74	1,299.41	6	.....	.....	.....	.....	
163005	Butte and Great Falls.....	Montana Central Rwy. Co...	172.92	117.99	20,402.83	10.01	.....	.....	.....	.....	
163006	Vacant.										
163007	Clough and Marysville.....	Northern Pacific Rwy. Co..	12.42	42.75	530.95	6	.....	.....	.....	.....	
163008	Missoula and Grantsdale....	.....do	51.44	71.82	3,694.42	6	.....	.....	.....	.....	
163009	Silver Bow and Butte.....	Montana Union Rwy Co....	8.01	142.79	1,143.74	35	.....	.....	.....	.....	
163010	Vacant.										
163011	Laurel Junction (n. o.) and Red Lodge.	Northern Pacific Rwy. Co..	44.52	43.61	1,941.51	6	.....	.....	.....	.....	
163012	Livingston and Cinnabar	.....do	51.40	42.75	2,197.35	7	.....	.....	.....	.....	
163013	Boulder Valley and Elkhorn.	Northern Pacific Rwy. Co..	21.17	42.75	905.01	6	.....	.....	.....	.....	
163014	Vacant.										
163015	Great Falls and Neihart.	Montana Central Rwy. Co..	66.81	42.75	2,856.12	3	.....	.....	.....	.....	
163016	Vacant.										
163017	De Smet Station (n. o.) and Wallace, Idaho.	Northern Pacific Rwy. Co..	128.50	42.75	5,493.37	6	.....	.....	.....	.....	
163018	Pacific Junction (n. o.) and Spokane, Wash.	Great Northern Rwy. Co....	512.94	80.37	41,224.98	7	.....	.....	.....	.....	
163019	Great Falls and Canadian Line (n. o.).	Great Falls and Canada Rwy. Co.	132.50	.....	2,800.00	5.80	.....	.....	.....	.....	Agreement.
163020	Helena Station (n. o.) and	Northern Pacific Rwy. Co..	36.90	.....	.....	6	.....	.....	.....	.....	Do.

	WYOMING.										
164001	Granger and Huntington, Oreg.	Oregon Short Line R. R. Co.	541.44	286.87	154,781.45	7	541.29	50.00	27,064.50	1 line 60 feet ..	
164002	Cheyenne and Orin	Union Pacific, Denver and Gulf Rwy. Co.	154.14	75.24	11,597.40	6					
164003	Vacant.										
164004	Edgemont, S. Dak., and Sheridan.	Burlington and Missouri River R. R. Co. in Nebraska.	223.40	81.23	18,146.78	7					
164005	Vacant.										
164006	Newcastle and Cambria	do	7.19	42.75	307.37	2					
164007	Sheridan and Billings, Mont.	do	143.56	135.96	19,516.98	6					
			1,069.73		204,350.07				27,064.50		
	COLORADO.										
165001	Pueblo and Trinidad	Denver and Rio Grande R. R. Co.	92.53	47.88	4,430.33	7					
165002	Erie and Boulder	Union Pacific Rwy. Co	14.05	42.75	600.63	6					
165003	Denver and Fort Collins	Union Pacific, Denver and Gulf Rwy. Co.	74.97	122.27	9,166.58	14.33					
165004	Mears (n. o.) and Espanola, N. Mex.	Denver and Rio Grande R. R. Co.	194.50	97.47	18,957.91	6.38					
165005	Denver and Leadville	Denver, Leadville and Gunnison Rwy. Co.	151.98	101.75	15,463.96	7.74					
165006	La Junta and Deming, N. Mex.	Atchison, Topeka and Santa Fe Rwy. Co.	578.51	227.43	131,570.52	15.50	347.50	40.00	13,900.00	1 line 50 feet ..	La Junta to Albuquerque.
165007	Denver and Cheyenne	Union Pacific Rwy. Co	107.53	151.34	16,273.59	17.05					
165008	Marshall Junction (n. o.) and Lafayette.	Union Pacific, Denver and Gulf Rwy. Co.	6.24	42.75	266.76	14					
165009	Vacant.										
165010	Erie and Brighton.	Union Pacific Rwy. Co	14.79		300.00	6					Agreement.
165011	Cucharas and Creede	Denver and Rio Grande R. R. Co.	151.10	49.59	7,493.04	5.96					
165012	Salida and Grand Junction	do	209.38	112.86	23,630.62	7.48					
165013	Vacant.										
165014	Vacant.										
165015	Como and Alma	Denver, Leadville and Gunnison Rwy. Co.	33.20	42.75	1,419.30	6					
165016	Gunnison and Crested Butte.	Denver and Rio Grande R. R. Co.	28.50	42.75	1,218.37	6					
165017	Julesburg and Lasalle	Union Pacific, Denver and Gulf Rwy. Co.	151.01	95.76	14,460.71	7					
165018	Glenwood Springs and Aspen.	Denver and Rio Grande R. R. Co.	41.68	55.58	2,316.57	14					
165019	Denver and Newcastle	do	384.82	191.52	73,700.72	18.70					
165020	Argo Junction (n. o.) and Silver Plume.	Union Pacific, Denver and Gulf Rwy. Co.	51.63	98.33	5,076.77	12.49					
165021	Forkscreek and Central City.	Union Pacific, Denver and Gulf Rwy. Co.	11.26	58.14	654.65	14					

C.—Railroad Mail Service and railway post-office cars as in operation June 30, 1897—Continued.

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	COLORADO—continued.		*Miles.*	*Dollars.*	*Dollars.*		*Miles.*	*Dollars.*	*Dollars.*		
165022	Sheridan Junction (n. o.) and Morrison.	Denver, Leadville and Gunnison Rwy. Co.	9.64	42.75	412.11	12					
165023	Denver and Pueblo	Union Pacific, Denver and Gulf Rwy. Co.	126.71	114.57	14,517.16	7					
165024	Vacant.										
165025	Manitou Junction (n. o.) and Colorado Springs.	do	9.29	42.75	397.14	14					
165026	Dickey Station (n. o.) and Dillon.	Denver, Leadville and Gunnison Rwy. Co.	2.97	42.75	126.96	6					
165027	Greeley and Fort Collins	Union Pacific, Denver and Gulf Rwy. Co.	25.09	76.95	1,930.67	7					
165028	Denver and Lyons	Burlington and Missouri River R. R. Co. in Nebraska.	48.96	47.08	2,302.58	9					
165029	Vacant.										
165030	Colorado Springs and Manitou.	Denver and Rio Grande R. R. Co.	5.58	59.85	333.96	21					
165031	Vacant.										
165032	Vacant.										
165033	Vacant.										
165034	Colorado Springs and Aspen.	Colorado Midland R. R. Co.	209.04	92.34	19,302.75	7.94					
165035	Denver and Pueblo	Atchison, Topeka and Santa Fe Rwy. Co.	118.69	130.82	15,527.02	22.58					
165036	Towner and Pueblo	Kansas and Colorado Pacific Rwy. Co.	151.24	120.56	18,233.49	7					
165037	Montrose and Ouray	Denver and Rio Grande R. R. Co.	36.54	96.62	3,530.49	7					
165038	Gunnison and Baldwin	Denver, Leadville and Gunnison Rwy. Co.	18.37	42.75	785.31	8					
165039	Basalt and Newcastle	Colorado Midland R. R. Co.	35.74	42.75	1,527.88	7					
165040	Military Junction (n. o.) and Fort Logan.	Denver and Rio Grande R. R. Co.	1.76	42.75	75.24	14					
165041	Lake Junction (n. o.) and Lake City.	do	36.01	42.75	1,539.42	6					
165042	Newcastle and Grand Junction.	do	77.86	147.06	11,376.56	14					
165043	Ridgway and Telluride	Rio Grande Southern R. R. Co.	45.56	70.97	3,233.39	7					

165044	Trinidad and Catskill	Union Pacific, Denver and Gulf Rwy. Co.	27.54	42.75	1,177.83	6					
165045	Illium (n. o.) and Durango	Rio Grande Southern R. R. Co.	134.60	54.72	6,818.11	6					
165046	Cardiff and Gulch	Colorado Midland R. R. Co.	15.16	42.75	648.09	6					
165047	Pueblo and Trinidad	Union Pacific, Denver and Gulf Rwy. Co.	97.78	69.26	6,768.78	6					Agreement.
165048	Vacant.										
165049	Villa Park and Golden	Denver, Lakewood and Golden R. R. Co.	11.10		474.52	6					Do.
165050	Vacant.										
165051	Vacant.										
165052	Vacant.										
165053	Vacant.										
165054	Vacant.										
165055	Vacant.										
165056	Vacant.										
165057	Vacant.										
165058	Limon Station and Denver	Chicago, Rock Island and Pacific Rwy. Co.	91.21	10.26	935.81	13					Lap over 155001.
165059	Florence and Cripple Creek	Florence and Cripple Creek R. R. Co.	40.87	64.98	2,655.73	6					
165060	Divide and Cripple Creek	Midland Terminal Rwy. Co.	30.23		1,292.33	6					Agreement.
165061	Victor and Goldfield	Florence and Cripple Creek R. R. Co.	1.24	42.75	53.01	14					
165062	Hill Top Junction (n. o.) and Leavick.	Denver, South Park and Hill Top Rwy. Co.	11.62	42.75	496.75	6					Do.
			3,707.53		443,473.62				13,900.00		
	NEW MEXICO.										
167001	Lamy and Santa Fe	Atchison, Topeka and Santa Fe Rwy. Co.	18.80	61.56	1,157.32	14					
167002	Antonito, Colo., and Silverton, Colo.	Denver and Rio Grande R. R. Co.	216.94	85.50	18,548.37	6					
167003	Albuquerque and Needles, Cal.	Atlantic and Pacific R. R. Co.	577.74	170.32	98,400.67	14					All land grant.
167004	Rincon and El Paso, Tex	Atchison, Topeka and Santa Fe Rwy. Co.	77.18	92.34	7,126.80	14					
167005	Vacant.										
167006	Deming and Silver City	do	48.72	74.39	3,624.28	7					
167007	East Las Vegas and Las Vegas.	do	6.80		150.00	6					Agreement.
167008	Nutt Station (n. o) and Lake Valley.	do	13.28	49.59	658.55	7					
167009	State Line (n. o.) and Roswell.	Pecos Valley Rwy. Co	110.44		4,721.31	7					Do.
167010	Socorro and Magdalena	Atchison, Topeka and Santa Fe Rwy. Co.	27.44	42.75	1,173.06	6					
167011	Espanola and Santa Fe	Rio Grande and Santa Fe R. R. Co.	40.42	56.43	2,280.90	6					
167012	Lordsburg and Clifton	Arizona and New Mexico Rwy. Co.	72.12	42.75	3,083.13	6					

C.—*Railroad Mail Service and railway post-office cars as in operation June 30, 1897*—Continued.

Number of route.	State and termini.	Title of company.	Length of route.	Pay per mile for transportation.	Annual rate of pay for transportation.	Average number of trips per week.	Authorized mileage, railway post-office cars.	Pay per mile for railway post-office cars.	Annual rate of pay for railway post-office cars.	Lines of railway post-office cars authorized.	Remarks.
	NEW MEXICO—cont'd.		*Miles.*	*Dollars.*	*Dollars.*		*Miles.*	*Dollars.*	*Dollars.*		
167013	Whitewater (n. o.) and Halls Station (n. o.).	Silver City and Northern R. R. Co.	13.00	42.75	555.75	6					
			1,222.88		141,480.14						
	ARIZONA.										
168001	Yuma and El Paso, Tex	Southern Pacific Co	564.03	143.64	81,017.26	7					
168002	Benson and Nogales	New Mexico and Arizona R. R. Co.	88.57	75.24	6,664.00	7					
168003	Benson and Fairbank	Arizona and Southeastern R. R. Co.	19.00			6					Agreement.
168004	Maricopa and Phœnix	Maricopa and Phœnix R. R. Co.	35.19	77.81	2,738.13	7					
168005	Fairbank and Bisbee	Arizona and Southeastern R. R. Co.	36.34	42.75	1,553.53	6					
168006	Ashfork and Prescott	Santa Fe, Prescott and Phœnix Rwy. Co.	60.12	69.26	4,163.91	13					
168007	Junction and Jerome	United Verde and Pacific Rwy. Co.	26.33	42.75	1,125.60	7					
168008	Teviston and Pima	Gila Valley, Globe and Northern Rwy. Co.	48.38		2,068.24	6					Do.
168009	Pima and Fort Geronimo	do	20.75	42.75	887.06	6					
168010	Prescott and Phœnix	Santa Fe, Prescott and Phœnix Rwy. Co.	137.36	80.37	11,039.62	14					
168011	Tempe and Mesa	Maricopa and Phœnix and Salt River Valley R. R. Co.	8.79	42.75	375.77	14					
			1,044.86		111,653.12						
	UTAH.										
169001	Ogden and Frisco	Oregon Short Line R. R. Co.	276.35	114.57	31,661.41	8.85					
169002	Grand Junction, Colo., and Ogden.	Rio Grande Western Rwy. Co.	329.35	146.21	48,154.26	15.15					
169003	Ogden and Silver Bow, Mont.	Oregon Short Line R. R. Co.	390.25	158.18	61,729.74	8.06					
169004	West Jordan and Bingham Canyon.	Rio Grande Western Rwy. Co.	14.95	42.75	639.11	7					

												Pay not fixed.	
	OREGON.												
173001	Portland and Ashland	Southern Pacific Co	342.13	218.03	74,594.60	12.20	341.40	25.00	8,535.00	1 line 40 feet.			
173002	Portland and Corvallis	do	97.03	87.21	8,451.96	9	217.70	50.00	10,885.00	1 line 60 feet.			
173003	Umatilla and Huntington	Oregon R. R. and Navigation Co.	218.12	264.20	57,627.30	7							
			2,698.96		277,934.06	6							

C.—*Railroad Mail Service and railway post-office cars as in operation June 30, 1897*—Continued.

Number of route.	State and termini.	Title of company.	Length of route.	Pay per mile for transportation.	Annual rate of pay for transportation.	Average number of trips per week.	Authorized mileage, railway post-office cars.	Pay per mile for railway post-office cars.	Annual rate of pay for railway post-office cars.	Lines of railway post-office cars authorized.	Remarks.
	OREGON—continued.		*Miles.*	*Dollars.*	*Dollars.*		*Miles.*	*Dollars.*	*Dollars.*		
173004	Portland and Dundee Junction.	Southern Pacific Co	28.56	89.78	2,564.11	9.25					
173005	Portland and Wallula	Oregon R. R. and Navigation Co.	214.17	247.10	52,921.40	9.47	186.95	50.00	9,347.50	1 line 60 feet	Portland to Umatilla.
173006	Albany and Yaquina	Oregon Central and Eastern R. R. Co.	84.07	77.81	6,541.48	6					
173007	Woodburn and Newton	Southern Pacific Co	92.92	42.75	3,972.33	3.30					
173008	Dundee and Airlie	do	50.56	64.98	3,285.38	9					
173009	Sheridan Junction (n. o.) and Sheridan.	do	7.24	59.00	427.16	6					
173010	Albany and Lebanon	do	12.77	42.75	545.91	12					
173011	Heppner Junction (n. o.) and Heppner.	Oregon R. R. and Navigation Co.	45.80	57.29	2,623.88	6					
173012	Vacant.										
173013	Lagrande and Elgin	do	21.39	48.74	1,042.54	6					
173014	Albany and Detroit	Oregon Central and Eastern R. R. Co.	55.43	42.75	2,369.63	6					
173015	Medford and Jacksonville	Rogue River Valley Rwy. Co.	6.66	44.46	296.10	14					
173016	Hunts Junction (n. o.) and Pendleton.	Washington and Columbia River Rwy. Co.	40.54	42.75	1,733.08	7					
173017	Baker City and McEwen	Sumpter Valley Rwy. Co.	25.96	55.58	1,442.85	6					
173018	McEwen and Sumpter	do	6.91	56.43	389.93	7					
173019	Vacant.										
173020	Astoria and Seaside	Seashore Road Co	19.27	42.75	823.79	6					
			1,369.53		221,663.45				28,767.50		
	NEVADA.										
175001	Virginia City and Reno	Virginia and Truckee R. R. Co.	52.58	103.46	5,439.92	14					
175002	Palisade and Eureka	Eureka and Palisade R. R. Co.	84.88	42.65	3,628.62	3					
175003	Battle Mountain and Austin.	Nevada Central R. R. Co.	94.11	42.75	4,023.20	3					
175004	Mound House and Keeler, Cal.	Carson and Colorado Rwy. Co.	293.04	61.56	18,039.54	4.53					

			610.70		37,457.61						
	CALIFORNIA.										
176001	San Francisco, Cal., and Ogden, Utah.	Southern Pacific Co.	833.68	583.11	486,243.76	17.92	32.17	190.00	108,156.80	1 line 60, 1 line 55, 1 line 50, and 2 lines 40 feet.	San Francisco to Port Costa, Cal.
							75.86	150.00		1 line 60, 1 line 55, and 2 lines 40 feet.	Port Costa to Roseville, Cal.
							725.32	125.00		1 line 60, 1 line 55, and 1 line 40 feet.	Roseville to Ogden, Utah.
											Aided 742.61 miles. Nonaided 91.27 miles.
176002	San Francisco and San Jose.	....do	50.70	151.34	34,796.02	13.23					
	San Jose and Carnadero Station (n. o.).		32.50	121.07							32.50 miles land grant.
	Carnadera Station (n. o.) and Santa Margarita.		153.22	151.34							
176003	Roseville, Cal., and Ashland, Oreg.	.....do	323.38	215.46	69,653.90	12.23	322.50	25.00	8,062.50	1 line 40 feet.	
176004	Petaluma and Lakeville	San Francisco and North Pacific Rwy. Co.	6.22	42.75	265.90	6					
176005	Sacramento and Placerville.	Southern Pacific Co.	60.35	77.81	4,695.83	12					
176006	Suisun City and Napa Junction.	.....do	12.98	64.13	832.40	20					
176007	Woodland and Grafton	.....do	9.39	49.59	465.65	7					
176008	Vallejo Junction (n. o.) and Calistoga.	.....do	43.90	118.85	5,217.51	16.90					
176009	Marysville and Oroville	.....do	26.88	64.13	1,723.81	13					
176010	Vacant.										
176011	San Francisco and Ukiah	San Francisco and North Pacific Rwy. Co.	112.14	136.80	15,340.75	13					
176012	Stockton and Milton	Southern Pacific Co.	30.60	88.07	2,694.94	9					
176013	San Pedro and Los Angeles.	Southern Pacific Co.	22.41	43.16	967.21	14					
176014	Goshen and Yuma, Ariz.	.....do	492.83	146.37	72,135.51	12.45	243.52	40.00	9,740.80	1 line 50 feet.	Goshen to Los Angeles. All land-grant.
176015	Elmira and Rumsey	.....do	51.87	102.60	5,270.56	10.40					
176016	San Francisco and Cazadero.	North Pacific Coast R. R. Co.	86.80	71.62	6,233.97	8.60					
176017	Los Angeles and Santa Ana.	Southern Pacific Co.	33.23	68.40	2,272.93	15.86					
176018	Visalia and Goshen	Visalia R. R. Co.	7.85	62.42	489.99	21					
176019	Colfax and Nevada City	Nevada County Narrow Gauge R. R. Co.	23.20	80.37	1,864.58	20					
176020	Los Angeles and Santa Monica.	Southern Pacific Co.	19.29	51.30	989.57	26					

C.—*Railroad Mail Service and railway post-office cars as in operation June 30, 1897*—Continued.

Number of route.	State and termini.	Title of company.	Length of route.	Pay per mile for transportation.	Annual rate of pay for transportation.	Average number of trips per week.	Authorized mileage, railway post-office cars.	Pay per mile for railway post-office cars.	Annual rate of pay for railway post-office cars.	Lines of railway post-office cars authorized.	Remarks.
	CALIFORNIA—continued.		*Miles.*	*Dollars.*	*Dollars.*		*Miles.*	*Dollars.*	*Dollars.*		
176021	Santa Cruz and Pajaro (n. o.)	Southern Pacific Co	20.87	54.72	1,142.00	20					
176022	Davisville and Tehama	do	111.79	128.25	14,337.06	7.63					
176023	Galt and Ione	do	27.88	61.56	1,716.29	7					
176024	West Oakland Station (n. o.) and Berkeley.	do	5.20	85.50	444.60	46					
176025	San Francisco and San Quentin.	North Pacific Coast R. R. Co.	21.82	47.88	1,044.74	25					
176026	San Francisco and Alameda.	Southern Pacific Co	11.37	69.26	787.48	37					
176027	Fulton and Guerneville	San Francisco and North Pacific Rwy. Co.	15.40	42.75	658.35	14					
176028	San Francisco and Sacramento.	Southern Pacific Co	140.14	153.05	21,448.42	18.47					103.83 miles aided, 36.31 miles nonaided.
176029	Niles and San Jose	do	18.50	91.49	1,692.56	35					17.54 miles aided, 0.96 mile nonaided.
176030	Pacific Grove and Castroville	do	19.55	87.21	1,704.95	13					
176031	San Francisco and Santa Cruz.	do	83.07	104.31	8,665.03	15.60					
176032	Port Costa and Goshen	do	208.60	214.61	44,767.64	18	208.47	40.00	8,338.80	1 line 50 feet	11.09 miles aided, 197.51 miles nonaided.
176033	East Riverside and Riverside.	Southern California Rwy. Co.	3.90	129.11	503.52	26					
176034	Gilroy and Tres Pinos	Southern Pacific Co	20.82	40.36	840.29	14					All land grant.
176035	Peters and Oakdale	do	19.10	68.40	1,306.44	6					
176036	Ignacio and S. V. R. R. Junction (n. o.).	San Francisco and North Pacific Rwy. Co.	7.68	43.16	331.46	13					
176037	National City and Los Angeles Junction.	Southern California Rwy. Co.	49.54	136.80	6,777.07	14					
176038	Goshen and Alcalde	Southern Pacific Co	60.93	40.36	2,459.13	7.75					Do.
176039	Junction (n. o.) and Glen Ellen.	San Francisco and North Pacific Rwy. Co.	18.82	42.75	804.55	7					
176040	San Luis Obispo and Los Olivos.	Pacific Coast Rwy. Co	66.82	70.97	4,742.21	7					
176041	San Luis Obispo and Port	do	11.43	83.79	957.71	7					

[illegible]	Felton and Boulder Creek	Southern Pacific Co	8.27	42.75	353.54	12					
176046	Yreka and Montague	Yreka R. R. Co	7.89	58.14	458.72	7					
176047	Sweetwater Junction (n. o.) and Sunnyside.	National City and Otay Rwy. Co.	4.65	42.75	198.78	6					
176048	Colusa and Sites	Colusa and Lake R. R. Co	21.98	42.75	939.64	10.40					
176049	Campbell and New Almaden	Southern Pacific Co	12.27	42.75	524.54	7					
176050	Vacant.										
176051	Surrey and Santa Barbara	do	82.00	109.44	8,974.08	14					
176052	Arcata Wharf (n. o.) and Korbel.	Arcata and Mad River R. R. Co.	14.13	42.75	604.05	13					
176053	San Bernardino and Los Angeles.	Southern California Rwy. Co.	61.04	194.94	11,899.13	37.58					
176054	Berendo and Raymond	Southern Pacific Co	21.23	42.75	907.58	14					
176055	Riverside and Los Angeles Junction.	Southern California Rwy. Co.	90.42	135.95	12,292.59	17.03					
176056	San Bernardino and Mentone.	do	12.85	70.11	900.91	20.50					
176057	Oceanside and Escondido	do	22.78	47.03	1,071.34	6					
176058	Los Angeles and Redondo	do	22.49	42.75	961.44	13					
176059	Perris and San Jacinto	do	20.26	47.03	952.82	6					
9060	Napa Junction and Santa Rosa.	Southern Pacific Co	37.45	62.42	2,337.62	13					
51	San Diego and Tia Juana	National City and Otay Rwy. Co.	20.47	42.75	875.09	13.90					
52	Vacant.										
53	Los Angeles and Orange	Southern California Rwy. Co.	31.85	146.21	4,656.78	20					
176064	Vacant.										
176065	Tracy and Fresno	Southern Pacific Co	126.32	166.73	21,061.33	10.40					
176066	Fresno and Porterville	do	70.01	55.58	3,891.15	6					
176067	Miradores (n. o.) and Tustin City.	do	11.43	42.75	488.63	6.50					
176068	Studebaker Station (n. o.) and Whittier.	do	6.90	42.75	294.97	13					
176069	Willow and Fruto	do	17.35	42.75	741.71	6					
[illegible]	Alton and Scotia	Pacific Lumber Co	6.76	42.75	288.99	13					
	Santa Rosa and Sebastopol	San Francisco and North Pacific Rwy. Co.	6.95	42.75	297.11	13					
	Martinez and San Ramon	Southern Pacific Co	24.40	55.58	1,356.15	14					
	Bay Junction (n. o.) and Eastland.	North Pacific Coast R. R. Co	1.76	42.75	75.24	13					
4	Barstow and Temecula Station.	Southern California Rwy. Co.	132.66	176.13	23,365.40	13.17					
176075	Fresno and Pollasky	Southern Pacific Co	24.86	42.75	1,062.76	6					
176076	Oaksdale and Merced	do	40.64	64.13	2,606.24	6					
176077	Emeryville and Orinda	Pacific Construction and Improvement Co.	20.30		600.00	6					Agreement.
176078	Mentone and Highland Junction (n. o.).	Southern California Rwy. Co.	13.47	62.42	840.79	9.50					

C.—*Railroad Mail Service and railway post-office cars as in operation June 30, 1897*—Continued.

Number of route.	State and termini.	Title of company.	Length of route.	Pay per mile for transportation.	Annual rate of pay for transportation.	Average number of trips per week.	Authorized mileage, railway post-office cars.	Pay per mile for railway post-office cars.	Annual rate of pay for railway post-office cars.	Lines of railway post-office cars authorized.	Remarks.
	CALIFORNIA—continued.		*Miles.*	*Dollars.*	*Dollars.*		*Miles.*	*Dollars.*	*Dollars.*		
176079	Riverside and San Bernardino.	Southern Pacific Co.....	12.20	43.61	532.04	28	.....	.....	.....	.....	
176080	Los Angeles and Redondo..	Redondo Rwy. Co.....	17.76	42.75	759.24	6	.....	.....	.....	.....	
176081	Grafton and Marysville.....	Southern Pacific Co.....	28.41	42.75	1,214.52	7	.....	.....	.....	.....	
176082	Los Angeles and Long Beach.	Los Angeles Terminal Rwy. Co.	21.97	42.75	939.21	14	.....	.....	.....	.....	
176083	San Diego and Foster.....	San Diego, Cuyamaca and Eastern R. R. Co	26.21	49.59	1,299.75	12	.....	.....	.....	.....	
176084	Brynmawr and Craftonville.	Southern Pacific Co.....	7.00	42.75	299.25	9.25	.....	.....	.....	.....	
176085	Goffs (n. o.) and Manvel....	California Eastern Rwy. Co.	29.44	42.75	1,258.56	6	.....	.....	.....	.....	
176086	Santa Margarita and San Luis Obispo.	Southern Pacific Co.....	17.55	108.59	1,905.75	7	.....	.....	.....	.....	
176087	San Diego and Lajolla.....	San Diego, Pacific Beach and La Jolla Rwy. Co.	16.35	.....	400.00	6	.....	.....	.....	.....	Agreement.
176088	Vacant.										
176089	Pasadena and Altadena.....	Los Angeles Terminal Rwy. Co.	6.18	42.75	264.19	6	.....	.....	.....	.....	
176090	Cuba and Clairville.....	Sierra Valleys Rwy. Co.....	30.70	.....	1,312.42	6	.....	.....	.....	.....	Do.
176091	Bassett (n. o.) and Pomona..	Southern Pacific Co.....	17.99	.....	769.06	6	.....	.....	.....	.....	Do.
176092	Elsinore Junction (n. o.) and Elsinore.	Southern California Rwy Co.	2.48	42.75	106.02	12	.....	.....	.....	.....	
176093	San Luis Obispo and Guadaloupe.	Southern Pacific Co.....	25.48	42.75	1,089.27	6	.....	.....	.....	.....	
176094	Anaheim Station (n.o.) and Los Alamitos.	.....do	9.30	42.75	397.57	6	.....	.....	.....	.....	
176095	Santa Monica and Port Los Angeles.	.....do	3.78	42.75	161.59	6	.....	.....	.....	.....	
			4,939.48	.....	987,724.10	.....	.....	.....	134,298.40		

No. of route.	State and termini.	Name of contractor.	Annual pay.	Length of route.	Trips per week.	Remarks.
	MAINE.		*Dollars.*	*Miles.*		
1080	Boston to Castine	Boston and Bangor Steamship Co., William H. Hill, president.	800.00	188	6	June 25 to Sept. 7, 1897.
1082	Portland to Peak Island	C. W. T. Goding	800.00	3.20	12 6	3 months. 9 months.
1083	Bemis to Haines Landing	F. C. Barker	297.39	15	12 6	1½ months. 3 months.
1084	Rangeley to Indianrock	Luther Nile	205.25	8.36	6	4½ months.
1085	Greenville to Kineo	John H. Eveleth	498.00	20	6	May 16 to Nov. 15 in steamboats, and star from Nov. 16 to May 15.
1086	Boston to Eastport	J. B. Colegrove	660.00	250	4	2½ months. July 1 to close of season, not later than Sept. 15.
1087	Portland to Eastport	....do	1,560.00	180	1	
1088	Portland to Cousins Island	Freeport Steamboat Co., H. B. Soule, manager.	200.00	9	6	Apr. 1 to Dec. 30.
1089	Orrs Island to Portland	Isaiah Daniels	1,400.00	21.58	12 6	2 months. 10 months.
1090a	Bath to Popham Beach	John H. Stacey	150.00	12	6	June 16 to Sept. 15, 1897.
1091	Bath to Boothbay Harbor Wiscasset to Boothbay Harbor	Eastern Steamboat Co., H. W. Swanton, treasurer.	1,500.00	15.62 15.25	6 6	8 months. 4 months.
1092	North Islesboro to Belfast	Frenchmans Bay Steamboat Co., H. P. Jones, agent.	500.00	11	12 6	3 months. 9 months.
1093	Rockland to Greens Landing	Boston and Bangor Steamship Co	310.00	23.25	6	June 25 to Sept. 5, 1897.
1094	Vinalhaven to Rockland	William S. White	666.87	15	12 6	10 months. 2 months.
1097	Rockland to Swans Island	Frenchmans Bay Steamboat Co., H. P. Jones, manager.	1,765.86	14 14 10	6 12 6 3	9 months. 3 months. 9 months. 3 months.
1098	Bar Harbor to Mount Desert Ferry	Henry F. Dowst	2,500.00	13	18 12	3½ months. 8½ months.
1099	Bar Harbor to Winter Harbor	Winter Harbor Steamboat Co., C. S. Whelen, president.	416.00	7	6	4 months.
1100	Eastport to Lubec	Bion M. Pike	380.00	3	12	
			14,609.37	848.26		
	NEW HAMPSHIRE.					
2088	Georges Mills to Lake Sunapee Station (n. o.)	Woodsum Steamboat Co., John Tyler, president.	142.50	15	6	From June 16 to Sept. 15.
2100	The Weirs to Wolfboro	Winnipiseogee Steamboat Co., John F. Webster, treasurer.	933.33	40	6	From June 1 to Oct. 20.
			1,075.83	55		

a New.

D.—*Steamboat service in operation on June 30, 1897*—Continued.

No. of route.	State and termini.	Name of contractor.	Annual pay.	Length of route.	Trips per week.	Remarks.
	MASSACHUSETTS.		*Dollars.*	*Miles.*		
4096	Vineyard Haven to railroad station (n. o.).	F. S. Gray	400.00	7.50	18	4 months.
4097	New Bedford to Nonquitt	George A. Bourne	800.00	6.50	13	4 months.
4098	New Bedford to Cuttyhunk	F. S. Gray	1,700.00	14	6 1	3 months. 9 months.
4099	Woodsholl to Nantucket	New Bedford, Marthas Vineyard and Nantucket Steamboat Co., E. F. Pierce, treasurer.	7,875.00	34	12 6	6 months. 6 months.
4100	New Bedford to Edgartown	do	3,000.00	30	6	The year round on 30 miles; 19 additional trips per week from June 26 to Sept. 10, on 23.50 miles.
			13,775.00	92		
	RHODE ISLAND.					
5099	Block Island to Newport	Lemuel A. Dodge	2,666.00	30	6 3	4 months. 8 months.
5100	Newport to Wickford Junction (n. o.).	Newport and Wickford R. R. and Steamboat Co., A. S. Sherman, treasurer.	9,000.00	15	25 18	5 months. 7 months.
			11,666.00	45		
	NEW YORK.					
7089	Sag Harbor, to New London, Conn.	Long Island and New London Steamboat Co., Samuel Griffin, president, Sag Harbor, Suffolk County, N. Y.	1,296.00	35.25	12	3 months.
7091	Fishers Island, to New London, Conn.	Fishers Island Navigation Co., Edmund M. Ferguson, president, Fishers Island, Suffolk County, N. Y.	1,200.00	8.60	12 6	4 months. 8 months.
7092	Clayton to Alexandria Bay	Howard S. Folger, Clayton, Jefferson County, N. Y.	1,400.00	17.25	19 12	2½ months; $200 per month. 4½ months.
7093	Port Henry, to Chimney Point, Vt.	The Port Henry Steam Ferry Co., H. B. Willard, secretary and treasurer, Port Henry, Essex County, N. Y.	347.00	2.50	6	
7094	Plattsburg, to Burlington, Vt.	J. B. Colegrove, Washington, D. C.	1,764.36	25.50	6	9 months; $7.54 per round trip.
7095	Lake George to Fort Ticonderoga (n. o.).	do	1,750.00	44.25	7 6	2 months; $14 per round trip. 2½ months.
7098	Penn Yan to Hammondsport	Lake Keuka Navigation Co., H. S. Stebbins, manager, Hammondsport, Steuben County, N. Y.	702.00	22	6	9 months; $3 per round trip.

	MARYLAND.					
13087	Washington, D. C., to Norfolk, Va.	Norfolk and Washington, Steamboat Co.	1,825.00	197	7	$5 per round trip.
13088	Baltimore to Seaford, Del.	Baltimore, Chesapeake and Atlantic Railway Co.	900.00	155	3	
13089	Baltimore to Washington, D. C.	The Weems Steamboat Co. of Baltimore City.	1,900.00	271.25	2 1	June 1 to Dec. 31. The additional service is, 1 trip a week from Baltimore to Leonardtown, Md., and 1 trip a week from Baltimore to Kinsale, Va. Jan. 1 to May 31, with 2 trips a week on part of route, June 1 to Dec. 31.
13090	Washington, D. C., to Glymont	Thomas Adams	2,204.74	20.50	6	
13091	Baltimore to Rives (n. o.), Va.	Eastern Shore Steamboat Co	3,600.00	238.50	6	To Crisfield, 115 miles, and 2 residue, 123.50 miles, May 1 to Dec. 31; 2 to Crisfield, 115 miles, and 1 residue, 123.50 miles, Jan. 1 to Apr. 30.
13092	Baltimore to Tolchester Beach	Tolchester Steamboat Co	550.00	26	6 3	June 1 to Sept. 15. Mar. 1 to Dec. 31.
13093	Baltimore to Salisbury	Maryland Steamboat Co	900.00	141	1 6	Jan. 1 to Feb. 28. Mar. 1 to Nov. 30.
13094	Baltimore to Westpoint, Va.	Baltimore, Chesapeake and Richmond Steamboat Co.	3,000.00	211.50	3	Dec. 1 to Feb. 28.
13095	Baltimore to Denton	Maryland Steamboat Co., of Baltimore	700.00	147	6	
13096	Baltimore to Freeport, Va	do	2,400.00	208.37	2	
13097	Baltimore to Benedict	Weems Steamboat Co., of Baltimore City	2,000.00	120.50	2	
13098	Baltimore to Chestertown	Chester River Steamboat Co	850.00	63	3	
13099	Baltimore to Rockhall	do	250.00	80	6 3	July 1 to Oct. 31. Nov. 1 to June 30.
			21,079.74	1,838.62		
	VIRGINIA.					
14090	Whitestone to Urbanna	H. C. Bayton	1,850.00	27.50	6	
14092	Norfolk to Smithfield	Old Dominion Steamship Co	398.62	25.91	6	
14094	Portsmouth to Cape Charles	Alexander J. Cassatt	14,971.62	38.55	13	
14095	Newport News to Norfolk	Chesapeake and Ohio Railway Co	4,000.00	13.25	14	
14096	Franklin City to Chincoteague Island	E. Parr	944.00	6	6	
14097	Norfolk to Baltimore, Md	Baltimore Steam Packet Co	9,000.00	191.62	6	
14098	Norfolk to Thompsons Wharf (n. o.)	Old Dominion Steamship Co	1,200.00	62.75	3	
14099	Norfolk to Richmond	Edward E. Barry	4,000.00	129.25	3	
14100	Fredericksburg to Baltimore, Md	Weems Steamboat Co., of Baltimore City	6,624.00	277.25	2	To Tappahannock, 63.50 miles; 4 residue; 213.75 miles.
			42,988.24	772.08		
	NORTH CAROLINA.					
18094	Beaufort to Morehead City	William L. Arrington	470.00	3.50	12	
18095	Elizabeth City to Newbern	M. K. King, manager steamer Neuse	1,000.00	170	3	
18097	Plymouth to Edenton	M. J. Boyd	1,578.00	18	6	
18098	Windsor to Plymouth	George Walter Harney	1,365.00	26.50	6	
18099	Wilmington to Southport	M. J. Boyd	1,288.00	25	6	
18100	Wilmington to Fayetteville	William S. Cook	600.00	112	2	
			6,301.00	355		

C.—*Railroad Mail Service and railway post-office cars as in operation June 30, 1897*—Continued.

Number of route.	State and termini.	Title of company.	Length of route.	Pay per mile for transportation.	Annual rate of pay for transportation.	Average number of trips per week.	Authorized mileage, railway post-office cars.	Pay per mile for railway post-office cars.	Annual rate of pay for railway post-office cars.	Lines of railway post-office cars authorized.	Remarks.
	NEW MEXICO—cont'd.		*Miles.*	*Dollars.*	*Dollars.*		*Miles.*	*Dollars.*	*Dollars.*		
167013	Whitewater (n. o.) and Halls Station (n. o.).	Silver City and Northern R. R. Co.	13.00	42.75	555.75	6	.....	.....	.....	.....	
			1,222.88		141,480.14						
	ARIZONA.										
168001	Yuma and El Paso, Tex.....	Southern Pacific Co.....	564.08	143.64	81,017.26	7	.....	.....	.....	.....	
168002	Benson and Nogales	New Mexico and Arizona R. R. Co.	88.57	75.24	6,664.00	7	.....	.....	.....	.....	
168003	Benson and Fairbank	Arizona and Southeastern R. R. Co.	19.00	.....	.....	6	.....	.....	.....	.....	Agreement.
168004	Maricopa and Phœnix.....	Maricopa and Phœnix R. R. Co.	35.19	77.81	2,738.13	7	.....	.....	.....	.....	
168005	Fairbank and Bisbee.....	Arizona and Southeastern R. R. Co.	36.34	42.75	1,553.53	6	.....	.....	.....	.....	
168006	Ashfork and Prescott.....	Santa Fe, Prescott and Phœnix Rwy. Co.	60.12	69.26	4,163.91	13	.....	.....	.....	.....	
168007	Junction and Jerome.....	United Verde and Pacific Rwy. Co.	26.33	42.75	1,125.60	7	.....	.....	.....	.....	
168008	Teviston and Pima.....	Gila Valley, Globe and Northern Rwy. Co.	48.38	.....	2,068.24	6	.....	.....	.....	.....	Do.
168009	Pima and Fort Geronimo.....	.....do	20.75	42.75	887.06	6	.....	.....	.....	.....	
168010	Prescott and Phœnix.....	Santa Fe, Prescott and Phœnix Rwy. Co.	137.36	80.37	11,039.62	14	.....	.....	.....	.....	
168011	Tempe and Mesa.....	Maricopa and Phœnix and Salt River Valley R. R. Co.	8.79	42.75	375.77	14	.....	.....	.....	.....	
			1,044.86		111,633.12				.....		
		[illegible] R. R. Co.	276.35	114.57	31,661.41	8.85	.....	.....	.....	.....	
			229.85	146.21	48,154.26	15.15	.....	.....	.....	.....	
					61,729.74	8.05					

169009	Colton and Schofield	Rio Grande Western Rwy. Co.	16.35	42.75	698.97	6					
169010	Nephi and Moroni	San Pete Valley Rwy. Co	24.17	46.17	1,115.92	7					
169011	Lehi Junction (n. o.) and Silver City.	Oregon Short Line R. R. Co.	54.18	42.75	2,316.19	7					
169012	Silver City Junction (n. o.) and Eureka.	do	3.31	42.75	141.50	7					
169013	Salt Lake City and Park City.	Utah Central Rwy. Co	32.50	47.03	1,528.47	7.77					
169014	Thistle and Salina	Rio Grande Western Rwy. Co.	97.40	70.11	6,127.61	7					
169015	Springville and Silver City.	do	45.56		1,700.00	6					Agreement.
169016	Vacant.										
169017	Moroni and Manti	San Pete Valley Rwy. Co	19.50		760.00	6					Do.
169018	Vacant.										
169019	Fairfield Station (n. o.) and Mercur.	Salt Lake and Mercur R. R. Co.	11.41		300.00	6					Do.
169020	Mammoth Junction (n. o.) and Robinson.	Oregon Short Line R. R. Co.	1.76	42.75	75.24	7					
169021	Salina and Belknap Station (n. o.)	Rio Grande Western Rwy. Co.	37.44	42.75	1,600.56	6					
			1,454.58		164,424.09						
	IDAHO.										
170001	Shoshone and Ketchum	Oregon Short Line R. R. Co	70.14	56.43	3,958.00	6					
170002	Hauser and Coeur d'Alene	Northern Pacific Rwy. Co	13.66	42.75	583.96	6					
170003	Wallace and Burke	do	6.89	42.75	294.54	6					
170004	Nampa and Boise	Oregon Short Line R. R. Co	20.18	80.37	1,621.85	14					
170005	Vacant.										
170006	Tekoa, Wash., and Wallace	Oregon R. R. and Navigation Co.	80.29	80.37	6,452.90	7					
170007	Vacant.										
170008	Pullman Junction (n. o.), Wash., and Juliaetta.	Northern Pacific Rwy. Co	38.12	67.55	2,575.00	7					
			229.28		15,486.25						
	WASHINGTON.										
171001	Portland and Tacoma	Northern Pacific Rwy. Co	144.80	173.05	25,057.64	14.30					All land grant.
171002	Seattle and Newcastle	Columbia and Puget Sound R. R. Co.	18.89	42.75	807.54	6					
171003	Olympia and Tenino	Port Townsend Southern R. R. Co.	16.53	46.17	763.19	7					
171004	Walla Walla and Wallula	Oregon R. R. and Navigation Co.	32.27	152.19	4,911.17	7					

C.—*Railroad Mail Service and railway post-office cars as in operation June 30, 1897*—Continued.

Number of rout	State and termini.	Title of company.	Length of route.	Pay per mile for transportation.	Annual rate of pay for transportation.	Average number of trips per week.	Authorized mileage, railway post-office cars.	Pay per mile for railway post-office cars.	Annual rate of pay for railway post-office cars.	Lines of railway post-office cars authorized.	Remarks.
	WASHINGTON—continued.		*Miles.*	*Dollars.*	*Dollars.*		*Miles.*	*Dollars.*	*Dollars.*		
171005	Tacoma and Cascade Junction (n. o.).	Northern Pacific Rwy. Co...	26.40	142.96	5,135.83	22.80					Land grant.
	Cascade Junction (n. o.) and Carbonado.		7.62	178.70							
171006	Lacrosse and Moscow, Idaho.	Oregon R. R. and Navigation Co.	64.22	98.33	6,314.75	8.18					
171007	Renton and Franklin.....	Columbia and Puget Sound R. R. Co.	22.26	42.75	951.61	7					
171008	Walla Walla and Dayton....	Oregon R. R. and Navigation Co.	38.66	129.96	5,024.25	9.33					
171009	Wallula and Missoula, Mont.	Northern Pacific Rwy. Co...	419.68	151.84	63,724.21	8.32					All land grant.
171010	Bolles Junction (n. o.) and Riparia.	Oregon R. R. and Navigation Co.	31.31	139.37	4,363.67	7					
171011	Pasco and Cascade Junction (no.).	Northern Pacific Rwy. Co...	227.91	143.64	32,736.99	7					Do.
171012	Seattle and Meeker Junction (n. o.).	Northern Pacific Rwy. Co...	30.60	211.19	6,462.41	28					
171013	Vacant.										
171014	Starbuck and Pomeroy.....	Oregon R. R. and Navigation Co.	31.02	42.75	1,326.10	6					
171015	Marshall and Genesee, Idaho.	Northern Pacific Rwy. Co...	104.26	83.79	8,735.94	6.70					
171016	Colfax and Farmington	Oregon R. R. and Navigation Co.	27.50	129.11	3,550.53	7					
171017	Walla Walla and Pendleton, Oreg.	.....do	48.69	45.32	2,206.63	6					
171018	Seattle and Northbend.....	Seattle and International Rwy. Co.	60.70	64.98	3,944.28	9.20					
171019	Lacrosse and Riparia	Oregon R. R. and Navigation Co.	24.63	137.66	3,390.56	7					
171020	Woodinville and Sumas City.	Seattle and International Rwy. Co.	102.05	68.40	6,980.22	11					
171021	Cheney and Coulee City.....	Northern Pacific Rwy. Co..	108.60	76.95	8,356.77	6					
171022	Farmington and Spokane...	Oregon R. R. and Navigation Co.	61.78	128.25	7,916.87	7					
171023	Spokane and Boundary.....	Spokane Falls and Northern Rwy. Co.									

	milche.	Harbor R. R. and Transportation Co.									
171027	Winona and Seltice Junction (n. o.).	Oregon R. R. and Navigation Co.	47.82	42.75	2,044.30	6					
171028	Vacant.										
171029	Centralia and Oceota	Northern Pacific Rwy. Co	66.62	70.11	4,670.72	7					
171030	Hamilton and Anacortes	Seattle and Northern Rwy. Co.	33.50	51.30	1,718.55	7					
171031	New Whatcom and Sumas City.	Bellingham Bay and British Columbia R. R. Co.	23.84	89.78	2,140.35	10.50					
171032	Lake View and Gate City	Northern Pacific Rwy. Co	44.05	78.66	3,464.97	7					
171033	Port Townsend and Quilcene	Port Townsend Southern R. R. Co.	26.50	42.75	1,132.87	6					
171034	Seattle and Fairhaven and Southern Rwy. Junction (n. o.).	Seattle and Montana Rwy. Co.	78.50	132.58	10,403.60	10.73					
171035	Vacant.										
171036	Cosmopolis Junction (n. o.) and Cosmopolis.	Northern Pacific Rwy. Co	1.61	42.75	68.82	7					
171037	Chehalis and South Bend	do	56.34	54.72	3,192.36	6					
171038	Belmont and Farmington	do	6.73	42.75	287.70	6					
171039	Vacant.										
171040	Spokane and Everett Junction (n. o.).	Great Northern Rwy. Co	317.33	85.50	27,131.71	7					
171041	Everett and Hartford Junction (n. o.).	Everett and Monte Cristo Rwy. Co.	16.69	3.42	57.07	3					Lap service over routes 171040 and 171020.
171042	Hartford Junction (n. o.) and Monte Cristo.	do	42.57	42.75	1,819.86	3					
171043	Vacant.										
171044	Vacant.										
171045	Vacant.										
171046	Aberdeen Junction (n. o.) and Aberdeen.	Northern Pacific Rwy. Co	3.02		129.10	6					Agreement.
171047	Vacant.										
171048	Northport and Canadian Line (n. o.).	Columbia and Red Mountain Rwy. Co.	8.09			6					Pay not fixed.
			2,698.96		277,934.06						
	OREGON.										
173001	Portland and Ashland	Southern Pacific Co	342.13	218.03	74,594.60	12.20	341.40	25.00	8,535.00	1 line 40 feet	
173002	Portland and Corvallis	do	97.03	87.21	8,461.96	9					
173003	Umatilla and Huntington	Oregon R. R. and Navigation Co.	218.12	264.20	57,627.30	7	217.70	50.00	10,885.00	1 line 60 feet	

C.—*Railroad Mail Service and railway post-office cars as in operation June 30, 1897*—Continued.

Number of route.	State and termini.	Title of company.	Length of route.	Pay per mile for transportation.	Annual rate of pay for transportation.	Average number of trips per week.	Authorized mileage, railway post-office cars.	Pay per mile for railway post-office cars.	Annual rate of pay for railway post-office cars.	Lines of railway post-office cars authorized.	Remarks.
	OREGON—continued.		*Miles.*	*Dollars.*	*Dollars.*		*Miles.*	*Dollars.*	*Dollars.*		
173004	Portland and Dundee Junction.	Southern Pacific Co	28.56	89.78	2,564.11	9.25					
173005	Portland and Wallula	Oregon R. R. and Navigation Co.	214.17	247.10	52,921.40	9.47	186.95	50.00	9,347.50	1 line 60 feet	Portland to Umatilla.
173006	Albany and Yaquina	Oregon Central and Eastern R. R. Co.	84.07	77.81	6,541.48	6					
173007	Woodburn and Natron	Southern Pacific Co	92.92	42.75	3,972.33	3.30					
173008	Dundee and Airlie	do	50.56	64.98	3,285.38	9					
173009	Sheridan Junction (n. o.) and Sheridan.	do	7.24	59.00	427.16	6					
173010	Albany and Lebanon	do	12.77	42.75	545.91	12					
173011	Heppner Junction (n. o.) and Heppner.	Oregon R. R. and Navigation Co.	45.80	57.29	2,623.88	6					
173012	Vacant.										
173013	Lagrande and Elgin	do	21.39	48.74	1,042.54	6					
173014	Albany and Detroit	Oregon Central and Eastern R. R. Co.	55.43	42.75	2,369.63	6					
173015	Medford and Jacksonville	Rogue River Valley Rwy. Co.	6.66	44.46	296.10	14					
173016	Hunts Junction (n. o.) and Pendleton.	Washington and Columbia River Rwy. Co.	40.54	42.75	1,733.08	7					
173017	Baker City and McEwen	Sumpter Valley Rwy. Co.	25.96	55.58	1,442.85	6					
173018	McEwen and Sumpter	do	6.91	56.43	389.93	7					
173019	Vacant.										
173020	Astoria and Seaside	Seashore Road Co	19.27	42.75	823.79	6					
			1,369.53		221,663.45				28,767.50		
	NEVADA.										
175001	Virginia City and Reno	Virginia and Truckee R. R. Co.	52.58	103.46	5,439.92	14					
175002	Palisade and Eureka	Eureka and Palisade R. R. Co.	84.88	42.65	3,628.62	3					
175003	Battle Mountain and Austin	Nevada Central R. R. Co.	94.11	42.75	4,023.20	3					

175005	Reno and Amadee, Cal	Nevada, California-Oregon Rwy. Co.	79.24	76.10	6,037.77	6					
175006	Belleville Junction (n. o.) and Candelaria.	Carson and Colorado Rwy. Co.	6.75	42.75	288.56	4					
			610.70		87,457.61						
	CALIFORNIA.										
176001	San Francisco, Cal., and Ogden, Utah.	Southern Pacific Co.	833.88	583.11	486,243.76	17.92	32.17 75.86 725.32	190.00 150.00 125.00	108,156.80	1 line 60, 1 line 55, 1 line 50, and 2 lines 40 feet. 1 line 60, 1 line 55, and 2 lines 40 feet. 1 line 60, 1 line 55, and 1 line 40 feet.	San Francisco to Port Costa, Cal. Port Costa to Roseville, Cal. Roseville to Ogden, Utah. Aided 742.61 miles. Nonaided 91.27 miles.
176002	San Francisco and San Jose. San Jose and Carnadero Station (n. o.). Carnadero Station (n. o.) and Santa Margarita.	do	50.70 32.50 153.22	151.34 121.07 151.34	34,796.02	13.23					32.50 miles land grant.
176003	Roseville, Cal., and Ashland, Oreg.	do	323.38	215.46	69,653.90	12.23	322.50	25.00	8,062.50	1 line 40 feet.	
176004	Petaluma and Lakeville	San Francisco and North Pacific Rwy. Co.	6.22	42.75	265.90	6					
176005	Sacramento and Placerville.	Southern Pacific Co.	60.35	77.81	4,695.83	12					
176006	Suisun City and Napa Junction.	do	12.98	64.13	832.40	20					
176007	Woodland and Grafton	do	9.39	49.59	465.65	7					
176008	Vallejo Junction (n. o.) and Calistoga.	do	43.90	118.85	5,217.51	16.90					
176009	Marysville and Oroville	do	26.88	64.13	1,723.81	13					
176010	Vacant.										
176011	San Francisco and Ukiah	San Francisco and North Pacific Rwy. Co.	112.14	136.80	15,340.75	13					
176012	Stockton and Milton	Southern Pacific Co.	30.60	88.07	2,694.94	9					
176013	San Pedro and Los Angeles.	Southern Pacific Co.	22.41	43.16	967.21	14					
176014	Goshen and Yuma, Ariz.	do	492.83	146.37	72,135.51	12.45	243.52	40.00	9,740.80	1 line 50 feet.	Goshen to Los Angeles. All land-grant.
176015	Elmira and Rumsey	do	51.37	102.60	5,270.56	10.40					
176016	San Francisco and Cazadero.	North Pacific Coast R. R. Co.	86.80	71.82	6,233.97	8.60					
176017	Los Angeles and Santa Ana.	Southern Pacific Co.	33.23	68.40	2,272.93	15.86					
176018	Visalia and Goshen	Visalia R. R. Co.	7.85	62.42	489.99	21					
176019	Colfax and Nevada City	Nevada County Narrow Gauge R. R. Co.	23.20	80.37	1,864.58	20					
176020	Los Angeles and Santa Monica.	Southern Pacific Co.	19.29	51.30	989.57	26					

C.—*Railroad Mail Service and railway post-office cars as in operation June 30, 1897*—Continued.

Number of route.	State and termini.	Title of company.	Length of route.	Pay per mile for transportation.	Annual rate of pay for transportation.	Average number of trips per week.	Authorized mileage, railway post-office cars.	Pay per mile for railway post-office cars.	Annual rate of pay for railway post-office cars.	Lines of railway post-office cars authorized.	Remarks.
	CALIFORNIA—continued.		*Miles.*	*Dollars.*	*Dollars.*		*Miles.*	*Dollars.*	*Dollars.*		
176021	Santa Cruz and Pajaro (n. o.)	Southern Pacific Co.	20.87	54.72	1,142.00	20					
176022	Davisville and Tehama	do	111.79	128.25	14,337.06	7.63					
176023	Galt and Ione	do	27.88	61.56	1,716.29	7					
176024	West Oakland Station (n. o.) and Berkeley.	do	5.20	85.50	444.60	46					
176025	San Francisco and San Quentin.	North Pacific Coast R. R. Co.	21.82	47.88	1,044.74	25					
176026	San Francisco and Alameda.	Southern Pacific Co.	11.37	69.26	787.48	37					
176027	Fulton and Guerneville	San Francisco and North Pacific Rwy. Co.	15.40	42.75	658.35	14					
176028	San Francisco and Sacramento.	Southern Pacific Co.	140.14	153.05	21,448.42	18.47					103.83 miles aided, 36.31 miles nonaided.
176029	Niles and San Jose	do	18.50	91.49	1,692.56	35					17.54 miles aided, 0.96 mile nonaided.
176030	Pacific Grove and Castroville	do	19.55	87.21	1,704.95	13					
176031	San Francisco and Santa Cruz.	do	83.07	104.31	8,665.03	15.60					
176032	Port Costa and Goshen	do	208.60	214.61	44,767.64	18	208.47	40.00	8,338.80	1 line 50 feet	11.09 miles aided, 197.51 miles nonaided.
176033	East Riverside and Riverside.	Southern California Rwy. Co.	3.90	129.11	503.52	26					
176034	Gilroy and Tres Pinos	Southern Pacific Co.	20.82	40.36	840.29	14					All land grant.
176035	Peters and Oakdale	do	19.10	68.40	1,306.44	6					
176036	Ignacio and S. V. R. R. Junction (n. o.).	San Francisco and North Pacific Rwy. Co.	7.68	43.16	331.46	13					
176037	National City and Los Angeles Junction.	Southern California Rwy. Co.	49.54	136.80	6,777.07	14					
176038	Goshen and Alcalde	Southern Pacific Co.	60.93	40.36	2,459.13	7.75					Do.
176039	Junction (n. o.) and Glen Ellen.	San Francisco and North Pacific Rwy. Co.	18.82	42.75	804.55	7					
176040	San Luis Obispo and Los Olivos.	Pacific Coast Rwy. Co.	66.82	70.97	4,742.21	7					
176041	San Luis Obispo and Port Harford.	do	11.43	83.79	957.71	7					
176042	Mojave and Needles	Atlantic and Pacific R. R. Co.	240.68	148.43	35,724.13	8.50					Do.

	Eureka and Hydesville	Eel River and Eureka R. R. Co.	26.98	89.78	2,422.26	13					
176045	Felton and Boulder Creek	Southern Pacific Co	8.27	42.75	353.54	12					
176046	Yreka and Montague	Yreka R. R. Co	7.89	58.14	458.72	7					
176047	Sweetwater Junction (n. o.) and Sunnyside.	National City and Otay Rwy. Co.	4.65	42.75	198.78	6					
176048	Colusa and Sites	Colusa and Lake R. R. Co	21.98	42.75	939.64	10.40					
176049	Campbell and New Almaden	Southern Pacific Co	12.27	42.75	524.54	7					
176050	Vacant.										
176051	Surrey and Santa Barbara	....do	82.00	109.44	8,974.08	14					
176052	Arcata Wharf (n. o.) and Korbel.	Arcata and Mad River R. R. Co.	14.13	42.75	604.05	13					
176053	San Bernardino and Los Angeles.	Southern California Rwy. Co.	61.04	194.94	11,899.13	37.58					
176054	Berendo and Raymond	Southern Pacific Co	21.23	42.75	907.58	14					
176055	Riverside and Los Angeles Junction.	Southern California Rwy. Co.	90.42	135.95	12,292.59	17.03					
176056	San Bernardino and Mentone.	....do	12.85	70.11	900.91	20.50					
176057	Oceanside and Escondido	....do	22.78	47.03	1,071.34	6					
176058	Los Angeles and Redondo	....do	22.49	42.75	961.44	13					
176059	Perris and San Jacinto	....do	20.26	47.03	952.82	6					
176060	Napa Junction and Santa Rosa.	Southern Pacific Co	37.45	62.42	2,337.62	13					
176061	San Diego and Tia Juana	National City and Otay Rwy. Co.	20.47	42.75	875.09	13.90					
176062	Vacant.										
176063	Los Angeles and Orange	Southern California Rwy. Co.	31.85	146.21	4,656.78	20					
176064	Vacant.										
176065	Tracy and Fresno	Southern Pacific Co	126.32	166.73	21,061.33	10.40					
176066	Fresno and Porterville	....do	70.01	55.58	3,891.15	6					
176067	Miraflores (n. o.) and Tustin City.	....do	11.43	42.75	488.63	6.50					
176068	Studebaker Station (n. o.) and Whittier.	....do	6.90	42.75	294.97	13					
176069	Willow and Fruto	....do	17.35	42.75	741.71	6					
176070	Alton and Scotia	Pacific Lumber Co	6.76	42.75	288.99	13					
176071	Santa Rosa and Sebastopol	San Francisco and North Pacific Rwy. Co.	6.95	42.75	297.11	13					
176072	Martinez and San Ramon	Southern Pacific Co	24.40	55.58	1,356.15	14					
176073	Bay Junction (n. o.) and Eastland.	North Pacific Coast R. R. Co	1.76	42.75	75.24	13					
176074	Barstow and Temecula Station.	Southern California Rwy. Co.	132.66	176.13	23,365.40	13.17					
176075	Fresno and Pollasky	Southern Pacific Co	24.86	42.75	1,062.76	6					
176076	Oakdale and Merced	....do	40.64	64.13	2,606.24	6					
176077	Emeryville and Orinda	Pacific Construction and Improvement Co.	20.30		600.00	6					Agreement.
176078	Mentone and Highland Junction (n. o.).	Southern California Rwy. Co.	13.47	62.42	840.79	9.50					

C.—*Railroad Mail Service and railway post-office cars as in operation June 30, 1897*—Continued.

Number of route.	State and termini.	Title of company.	Length of route.	Pay per mile for transportation.	Annual rate of pay for transportation.	Average number of trips per week.	Authorized mileage, railway post-office cars.	Pay per mile for railway post-office cars.	Annual rate of pay for railway post-office cars.	Lines of railway post-office cars authorized.	Remarks.
	CALIFORNIA—continued.		*Miles.*	*Dollars.*	*Dollars.*		*Miles.*	*Dollars.*	*Dollars.*		
176079	Riverside and San Bernardino.	Southern Pacific Co	12.20	43.61	532.04	28					
176080	Los Angeles and Redondo	Redondo Rwy. Co	17.76	42.75	759.24	6					
176081	Grafton and Marysville	Southern Pacific Co	28.41	42.75	1,214.52	7					
176082	Los Angeles and Long Beach.	Los Angeles Terminal Rwy. Co.	21.97	42.75	939.21	14					
176083	San Diego and Foster	San Diego, Cuyamaca and Eastern R. R. Co	26.21	49.59	1,299.75	12					
176084	Brynmawr and Craftonville.	Southern Pacific Co	7.00	42.75	299.25	9.25					
176085	Goffs (n. o.) and Manvel	California Eastern Rwy. Co.	29.44	42.75	1,258.56	6					
176086	Santa Margarita and San Luis Obispo.	Southern Pacific Co	17.55	108.59	1,905.75	7					
176087	San Diego and Lajolla	San Diego, Pacific Beach and La Jolla Rwy. Co.	16.35		400.00	6					Agreement.
176088	Vacant.										
176089	Pasadena and Altadena	Los Angeles Terminal Rwy. Co.	6.18	42.75	264.19	6					
176090	Cuba and Clairville	Sierra Valleys Rwy. Co	30.70		1,312.42	6					Do.
176091	Bassett (n. o.) and Pomona	Southern Pacific Co	17.99		769.06	6					Do.
176092	Elsinore Junction (n. o.) and Elsinore.	Southern California Rwy Co.	2.48	42.75	106.02	12					
176093	San Luis Obispo and Guadaloupe.	Southern Pacific Co	25.48	42.75	1,089.27	6					
176094	Anaheim Station (n.o.) and Los Alamitos.	do	9.30	42.75	397.57	6					
176095	Santa Monica and Port Los Angeles.	do	3.78	42.75	161.59	6					
			4,939.48		987,724.10				134,298.40		

13088	Baltimore to Mt. Vernon, Md.					
13089	Baltimore to Washington, D. C.					
13090	Washington, D. C., to Glymont					
13091	Baltimore to Rives (n. o.), Va.					
13092	Baltimore to Tolchester Beach					
13093	Baltimore to Salisbury					
13094	Baltimore to Westpoint, Va.					
13095	Baltimore to Denton					
13096	Baltimore to Freeport, Va.					
13097	Baltimore to Benedict					
13098	Baltimore to Chestertown					
13099	Baltimore to Rockhall					
	VIRGINIA.					
14090	Whitestone to Urbanna					
14092	Norfolk to Smithfield					
14094	Portsmouth to Cape Charles					
14096	Newport News to Norfolk					
14098	Franklin City to Chincoteague Island					
14099	Norfolk to Baltimore, Md.					
14017	Norfolk to Thompsons Wharf					
14018	Norfolk to Richmond					
14100	Fredericksburg to Baltimore, Md.					
	NORTH CAROLINA.					
15094	Beaufort to Morehead City					
15095	Elizabeth City to Newbern					
15097	Plymouth to Edenton					
15098	Windsor to Plymouth					
15099	Wilmington to Southport					
16100	Wilmington to Fayetteville					
				1,056.00	89	2 May 15 to Oct. 31 of each year.

D.—*Steamboat service in operation on June 30, 1897*—Continued.

No. of route.	State and termini.	Name of contractor.	Annual pay.	Length of route.	Trips per week.	Remarks.
	MASSACHUSETTS.		*Dollars.*	*Miles.*		
4096	Vineyard Haven to railroad station (n. o.).	F. S. Gray	400.00	7.50	18	4 months.
4097	New Bedford to Nonquitt	George A. Bourne	800.00	6.50	13	4 months.
4098	New Bedford to Cuttyhunk	F. S. Gray	1,700.00	14	6 1	3 months. 9 months.
4099	Woodsholl to Nantucket	New Bedford, Marthas Vineyard and Nantucket Steamboat Co., E. F. Pierce, treasurer.	7,875.00	34	12 6	6 months. 6 months.
4100	New Bedford to Edgartown	do	3,000.00	30	6	The year round on 30 miles; 19 additional trips per week from June 26 to Sept. 10, on 23.50 miles.
			13,775.00	92		
	RHODE ISLAND.					
5099	Block Island to Newport	Lemuel A. Dodge	2,666.00	30	6 3	4 months. 8 months.
5100	Newport to Wickford Junction (n. o.).	Newport and Wickford R. R. and Steamboat Co., A. S. Sherman, treasurer.	9,000.00	15	25 18	5 months. 7 months.
			11,666.00	45		
	NEW YORK.					
7089	Sag Harbor, to New London, Conn.	Long Island and New London Steamboat Co., Samuel Griffin, president, Sag Harbor, Suffolk County, N. Y.	1,296.00	35.25	12	3 months.
7091	Fishers Island, to New London, Conn.	Fishers Island Navigation Co., Edmund M. Ferguson, president, Fishers Island, Suffolk County, N. Y.	1,200.00	8.60	12 6	4 months. 8 months.
7092	Clayton to Alexandria Bay	Howard S. Folger, Clayton, Jefferson County, N. Y.	1,400.00	17.25	19 12	2½ months; $200 per month. 4½ months.
7093	Port Henry, to Chimney Point, Vt.	The Port Henry Steam Ferry Co., H. B. Willard, secretary and treasurer, Port Henry, Essex County, N. Y.	347.00	2.50	6	
7094	Plattsburg, to Burlington, Vt.	J. B. Colegrove, Washington, D. C.	1,764.36	25.50	6	9 months; $7.54 per round trip.
7095	Lake George to Fort Ticonderoga (n. o.).	do	1,750.00	44.25	7 6	2 months; $14 per round trip. 2½ months.
7098	Penn Yan to Hammondsport	Lake Keuka Navigation Co., H. S. Stebbins, manager, Hammondsport, Steuben County, N. Y.	702.00	22	6	9 months; $3 per round trip.
7100	Brooklyn to Jersey City, N. J.	Brooklyn Annex, David Butterfield, president, Brooklyn, Kings County, N. Y.	3,000.00	3	36	
			11,459.36	158.35		

	MARYLAND.					
13087	Washington, D. C., to Norfolk, Va.	Norfolk and Washington, Steamboat Co.	1,825.00	197	7	$5 per round trip.
13088	Baltimore to Seaford, Del.	Baltimore, Chesapeake and Atlantic Railway Co.	900.00	155	3	
13089	Baltimore to Washington, D. C.	The Weems Steamboat Co. of Baltimore City.	1,900.00	271.25	2	June 1 to Dec. 31. The additional service is, 1 trip a week from Baltimore to Leonardtown, Md., and 1 trip a week from Baltimore to Kinsale, Va.
					1	Jan. 1 to May 31, with 2 trips a week on part of route, June 1 to Dec. 31.
13090	Washington, D. C., to Glymont	Thomas Adams	2,204.74	29.50	6	
13091	Baltimore to Rives (n. o.), Va.	Eastern Shore Steamboat Co.	3,000.00	238.50	6	To Crisfield, 115 miles, and 2 residue, 123.50 miles, May 1 to Dec. 31; 2 to Crisfield, 115 miles, and 1 residue, 123.50 miles, Jan. 1 to Apr. 30.
13092	Baltimore to Tolchester Beach	Tolchester Steamboat Co	550.00	26	6	June 1 to Sept. 15.
					3	Mar. 1 to Dec. 31.
13093	Baltimore to Salisbury	Maryland Steamboat Co	900.00	141	1	Jan. 1 to Feb. 28.
					6	Mar. 1 to Nov. 30.
13094	Baltimore to Westpoint, Va.	Baltimore, Chesapeake and Richmond Steamboat Co.	3,000.00	211.50	3	Dec. 1 to Feb. 28.
13095	Baltimore to Denton	Maryland Steamboat Co., of Baltimore	700.00	147	6	
13096	Baltimore to Freeport, Va	do	2,400.00	208.37	2	
13097	Baltimore to Benedict	Weems Steamboat Co., of Baltimore City	2,000.00	120.50	2	
13098	Baltimore to Chestertown	Chester River Steamboat Co.	850.00	63	3	
13099	Baltimore to Rockhall	do	250.00	30	6	July 1 to Oct. 31.
					3	Nov. 1 to June 30.
	VIRGINIA.		21,079.74	1,838.62		
14090	Whitestone to Urbanna	H. C. Bayton	1,850.00	27.50	6	
14092	Norfolk to Smithfield	Old Dominion Steamship Co	398.62	25.91	6	
14094	Portsmouth to Cape Charles	Alexander J. Cassatt	14,971.62	38.55	13	
14095	Newport News to Norfolk	Chesapeake and Ohio Railway Co.	4,000.00	13.25	14	
14096	Franklin City to Chincoteague Island	E. Parr	944.00	6	6	
14097	Norfolk to Baltimore, Md.	Baltimore Steam Packet Co.	9,000.00	191.62	6	
14098	Norfolk to Thompsons Wharf (n. o.)	Old Dominion Steamship Co	1,200.00	62.75	3	
14099	Norfolk to Richmond	Edward E. Barry	4,000.00	129.25	3	
14100	Fredericksburg to Baltimore, Md.	Weems Steamboat Co., of Baltimore City	6,624.00	277.25	2	To Tappahannock, 63.50 miles; 4 residue; 213.75 miles.
	NORTH CAROLINA.		42,988.24	772.08		
18094	Beaufort to Morehead City	William L. Arrington	470.00	3.50	12	
18095	Elizabeth City to Newbern	M. K. King, manager steamer Neuse	1,000.00	170	3	
18097	Plymouth to Edenton	M. J. Boyd	1,578.00	18	6	
18098	Windsor to Plymouth	George Walter Harney	1,365.00	26.50	6	
18099	Wilmington to Southport	M. J. Boyd	1,288.00	25	6	
18100	Wilmington to Fayetteville	William S. Cook	600.00	112	2	
			6,301.00	355		

D.—*Steamboat service in operation on June 30, 1897*—Continued.

No. of route.	State and termini.	Name of contractor.	Annual pay.	Length of route.	Trips per week.	Remarks.
	SOUTH CAROLINA.		*Dollars.*	*Miles.*		
20096	Mullethall to Charleston	H. D. Bulwinkle	400.00	25	2	
20097	Edisto Island to Young Island	W. E. Travis	700.00	10	6	
20098	Charleston to Wando	N. Nelson	200.00	16	6	
20099	Charleston to Moultrieville	M. J. Boyd	1,067.00	6.50	14	
20100	Georgetown to Bucksville	do	1,093.00	53	3	
			3,460.00	110.50		
	GEORGIA.					
21099	Brunswick to Cumberland	W. M. Tupper and H. H. Raymond	1,200.00	22	6	
21100	Brunswick to St. Simons Mills	M. J. Boyd	1,087.00	12	12	
			2,287.00	34		
	FLORIDA.					
23083	St. Andrews Bay to Wetappo	David M. Witherill	1,047.00	29.50	6	
23084	Bayhead to St. Andrews Bay	Frank H. Ware	1,100.00	19.87	6	
23085	Eau Gallie to Nathan	Walter J. Nesbitt	1,285.44	36.88	3	
23087	West Palmbeach to Juno	M. J. Boyd	840.05	11.50	6	
23088	Myers to Thompson	do	967.00	44	3	
23089	Punta Gorda to Myers	B. H. Colegrove	3,150.00	76	3 6	8 months. 4 months.
23090	Port Tampa to Havana, Cuba	Henry B. Plant	55,670.00	337	3 2	5 months. 7 months.
23091	Port Tampa to Ellenton	M. Woodville	2,999.00	40.50	6	
23093	Palatka to Drayton Island	J. F. Brown	2,389.00	42	6	
23094	Palatka to Picolata	Fannie L. Gardner	1,542.00	33.50	6	
23095	Jacksonville to Orangedale	Charles E. Garner	2,475.00	34.50	6	
23096	Jacksonville to New Berlin	M. J. Boyd	787.00	15	6	
23097	Fernandina to St. Marys, Ga.	Benjamin Cook	736.37	12	2	
23098	Iola to Wewahitchka	M. J. Boyd	1,330.00	15.50	6	
23099	Chattahoochee to Apalachicola	Edward Augustus Shepherd	5,790.00	132.50	3	
23100	Freeport to Port Washington	M. J. Boyd	677.00	12	6	
			82,784.86	892.25		

	ALABAMA.					
24099	Mobile to Battles	John A. Alexander	2,100.00	23.75	7	
	MISSISSIPPI.					
26099	Yazoo City to Belzona	Yazoo and Tallahatchie Transportation Co.	990.00	63.50	3	
26100	English Lookout, La., to Gainsville	Poitevent and Favre Lumber Co	1,387.00	21.50	6	
			2,377.00	85.00		
	TENNESSEE.					
27100	London to Kingston	Washington B. Rose	572.00	22.50	6	
	KENTUCKY.					
29098	Danville, Tenn., to Savannah, Tenn	Tennessee River Packet Co., J. K. Barlow, president.	2,868.26	119.75	3	
29099	Louisville to Evansville, Ind	Louisville and Evansville Mail Co., William W. Hite, president.	13,500.00	207.40	6	
29100	Evansville, Ind., to Paducah	John Gilbert	10,000.00	150.50	6	
			26,368.26	477.65		
	MICHIGAN.					
37001	Ludington to Milwaukee, Wis	Flint and Pere Marquette R. R. Co., S. T. Crapo, general manager.	2,745.00	96	6	From May 1 to Nov. 30, 1897.
37002	Charlevoix to St. James	Henry M. Sherman and Robert A. Miller	1,357.20	32.75	3	During season of navigation.
37003	Cheboygan to Sault de Ste. Marie	George T. Arnold	1,575.00	114	3	Do.
37004	St. Ignace to Cedarville	W. D. Murray	160.00	22.50	6	May 1 to Oct. 31 of each year.
37005	Traverse City to Northport	Henry J. Webb	158.00	29.50	6	Do.
37006	Mackinaw to Mackinac Island	L. R. Boynton, manager Island Transportation Co.	466.67	7	21	July 1 to Sept. 30 of each year.
37008	Mackinac Island to St. Ignace	John Mulcrone	1,785.00	6	7	When practicable.
37009	Leland to Fouch (n. o.)	John Hastings	83.50	15	6	May 1 to Oct. 31, 1897.
			8,330.37	322.75		
	WISCONSIN.					
39001	Milwaukee to Grand Haven, Mich	Crosby Transportation Co., E. G. Crosby, general manager.	1,830.00	87.25	6	Apr. 1 to Oct. 31 of each year.
39003	Duluth, Minn., to Herbston	W. Vernon Booth	910.00	42	3	May 1 to Nov. 30 of each year
			2,740.00	129.25		
	MINNESOTA.					
41001	Two Harbors to Grand Marais, Wis	W. Vernon Booth	1,056.00	89	2	May 15 to Oct. 31 of each year.

D.—*Steamboat service in operation June 30, 1897*—Continued.

No. of route.	State and termini.	Name of contractor.	Annual pay.	Length of route.	Trips per week.	Remarks.
	MISSOURI.		*Dollars.*	*Miles.*		
45099	Cairo, Ill., to Memphis, Tenn	B. G. Lee	2,548.00	2.61	1	$49 per round trip.
	ARKANSAS.					
47095	Arkansas City (St. L., I. M. & S. R. R. Sta.) to Huntington, Miss. (Y. & M. R. R. Sta.).	Charles L. Wilkerson and J. M. Whitehill	313.00	1.50	6	
47096	Arkansas City to Greenville, Miss	Frank L. Lyon	2,000.00	40	3	
47097	Memphis, Tenn., to Ashport, Tenn	Bayliss Goodlett Lee	7,399.00	135	3	
47098	Memphis, Tenn., to Helena	do	5,899.00	124	3	
47099	Memphis, Tenn., to Arkansas City	James H. Rees	9,000.00	241.75	2	
47100	Greenville, Miss., to Vicksburg, Miss.	Junius I. Mulholland	7,400.00	182.50	3	
			32,011.00	724.75		
	LOUISIANA.					
49090	Lakeside to Mermenton	Frank P. Blackburn	800.00	30.25	6	
49091	Buras to Port Eads	M. P. Florane	3,800.00	35.50	6	
49092	Akers to Port Vincent	J. A. Muir	3,340.00	52.50	3	
49094	Lake Charles to Cameron	W. H. Cline	1,400.00	53	3	
49095	Jonesville to Tooleys	J. N. Thomas	2,345.00	50	3	
49098	Natchez, Miss., to Vicksburg, Miss	Thomas Reber	6,200.00	132	6	
49099	Natchez, Miss., to Bayou Sara	Thomas Prince	9,000.00	132.50	3	
49100	Baton Rouge to Bayou Sara	John H. Mossop	2,920.00	40	6	
			29,805.00	525.75		
	TEXAS.					
50099	Austin to Lakewood	Edward Paggi	300.00	23	6 2	June 1 to Aug. 31. Sept. 1 to May 31.
	WASHINGTON.					
71072	Friday Harbor to New Whatcom	Andrew Newhall	1,200.00	66	3	
71073	Anacortes to Samish	C. F. Mitchell	338.00	8	3	
71074	Port Townsend to Coupeville	R. S. Smith	587.00	7	6	
71077	Olympia to Olympia	Walter Axtell	200.00	22	2	
71078	Astoria to Grays River	John Pickernell	670.00	22	2	
71079	Anacortes to Friday Harbor	Edward P. Newhall	1,898.00	29.12	3	
71080	Fairhaven to Beach	Walter Still	600.00	13	2	
71081	Seattle to New Whatcom	Pacific Navigation Co., J. M. Ashton, president.	600.00	99	6	One way only.

71087	Seattle to Union	John J. Hansen	1,100.00	28.50	3	
71088	Olympia to Shelton	E. E. Libby, W. B. Lake, and W. S. Hale	1,300.00	90.50	3	
71089	Tacoma to Allyn	R. S. Smith	2,319.00	31	6	
71090	Seattle to Sitka	Henry Theilen	662.09	56.75	3	
		Pacific Coast Steamship Co., Chas. Goodall, president.	18,000.00	1,100	.....	Twice a month.
71092	Nahcotta to Southbend	Geo. H. Emerson	2,690.00	28	6	
71093	Tacoma to Tacoma	Edward Lorenz	1,135.65	35.37	6	8.50 miles.
					3	26.87 miles.
71094	Tacoma to Seattle	W. G. Rowland	1,710.00	43.62	6	
71095	Hoquaim to Damon	Alex. Polson	1,000.00	15	3	
71096	Port Townsend to Neahbay	R. S. Smith	7,693.00	108	6	42 miles.
					3	66 miles.
71097	Port Townsend to New Whatcom	J. B. Colegrove	8,700.00	129.50	3	
71099	Seattle to Port Townsend	H. F. Jackson	10,000.00	69	6	
71100	Port Townsend to Hadlock	J. B. Colegrove	591.00	6.50	6	With 7 additional trips, omitting intermediate offices.
			68,211.54	2,134.61		
	OREGON.					
73099	Myrtle Point to Bandon	G. W. Leneve and Thos. W. McCloskey	1,498.00	36.75	6	
73100	Portland to Astoria	Oregon R. R. and Navigation Co., E. McNeil, president.	12,000.00	158.99	6	104.99 miles.
					3	54 miles.
			13,498.00	195.74		
	CALIFORNIA.					
76095	San Francisco to Crescent City	J. K. C. Hobbs and J. G. Wall	470.00	274	.....	About once a week Mar. 1 to Oct. 31, and 3 times a month Nov. 1 to Feb. 28; 47 round trips.
76097	Tahoe to Tahoe	Chas. T. Bliss	3,131.58	34	6	
					2	6 months.
76098	Eureka to Arcata Wharf (n. o.)	Daniel Murphy	998.00	4	12	
76099	San Francisco to Eureka	Pacific Coast Steamship Co., Chas. Goodall, president.	6,000.00	232	1	Or, as often as boats may run.
76100	San Francisco to Sacramento	C. J. Wilder	6,000.00	108.50	6	
			16,599.58	652.50		
	ALASKA.					
78094	San Francisco, Cal., and Seattle, Wash., to Circle.	Portus B. Weare	3,000.00	4,350	.....	5 trips per annum, at $600 each.
78099	Orca to Nutchek (n. o.)	Pacific Steam Whaling Co., E. L. Griffith, manager.	420.00	40	.....	2 round trips per month from Apr. 1 to Oct. 31, 1896; from Apr. 1 to Oct. 31, 1897; and from Apr. 1 to June 30, 1898, at $30 per trip.
78100	Sitka to Ounalaska	Leon Sloss	4,966.40	1,516	.....	Once a month, Apr. to Oct.
			8,386.40	6,406		

E.—*Regulation, screen, or other wagon service in operation June 30, 1897.*

* Not under formal contract. † Collection and distribution wagon.

No. of route.	City or town.	Contractor.	Length.	Annual travel.	Annual pay.
	MAINE.		*Miles.*	*Miles.*	*Dollars.*
201011	Lewiston and Auburn	J. L. Yaden	3.01	10,457.20	1,643
	NEW HAMPSHIRE.				
202001	*Concord	P. Hackett	.47	5,132.40	900
202002	*Dover	T. Sherry	.38	3,833.44	750
			.85	8,965.84	1,650
	VERMONT.				
203001	*Rutland	W. Gilman	.63	3,996.72	600
	MASSACHUSETTS.				
204002	Boston	C. R. Skinner	9.83	107,822.96	37,000
204011	Fall River	J. L. Yaden	2	18,304	894
204012	Lowell	....do	.58	6,997.12	992
204013	Springfield	....do	.25	3,952.25	1,100
204014	Worcester	....do	.55	11,601.20	1,997
			13.21	148,677.53	42,043
	RHODE ISLAND.				
205001	Providence	E. Parr	2.99	8,910.72	2,700
	CONNECTICUT.				
206011	Bridgeport	J. L. Yaden	1.05	4,904.64	1,457
206012	Hartford	H. C. Slavens	2.79	54,178.80	2,346
206013	New Haven	W. B. Catching	11.84	95,550	3,500
206014	Waterbury	E. Parr	1.03	5,440.72	1,329
			16.71	160,074.16	8,732
	NEW YORK.				
207002	Buffalo	B. Frank Crouse	14.82	65,279.76	5,570
207003	New York	Utah, Nevada and California Stage Co.	339.93	1,258,008.80	192,000
207004	Brooklyn	E. A. Chilton	6.18	53,357.48	9,720
207005	†New York	G. G. Travis and J. H. Atwood	3	8,589.12	4,800
207011	Albany	E. Parr	1.18	19,140.16	2,700
207013	Elmira	R. Y. Woodlief	3.05	31,714.80	1,722
207014	Rochester	Weed & Decker	6.17	91,862.16	3,000
207015	Syracuse	J. L. Yaden	1.82	38,241.84	1,997
207016	Troy	....do	.12	2,620.80	1,625
207017	*Auburn	A. Meyer	1.02	3,486.40	673
			377.29	1,577,301.32	223,797
	NEW JERSEY.				
209001	Jersey City	J. B. Colegrove	16.67	38,542.92	4,400
209011	Newark	J. L. Yaden	3.64	93,353.58	3,230
			20.31	131,896.50	7,630
	PENNSYLVANIA.				
210001	Philadelphia	Utah, Nevada and California Stage Co.	54.53	86,674.33	47,433
210002	Pittsburg	E. Parr	11.42	52,009.52	11,300
210011	Allegheny	B. F. Dyer	5.34	102,384.88	2,540
210012	Erie	C. P. Haskins	3.25	32,786	1,680
210013	Harrisburg	J. L. Yaden	1.37	29,063.60	1,995
210014	*Easton	W. Otto	1.72	8,473.92	1,550
			77.63	311,412.25	66,498
	DELAWARE.				
212011	Wilmington	E. Parr	4.38	8,122.20	1,160
	MARYLAND.				
213001	Baltimore	E. Parr	40.35	109,741.68	18,700
213002	Washington, D. C.	....do	31.92	85,271	18,700
213003	*Do	D. L. Coon & Co	1.78	6,593.83	1,920
			74.05	201,606.51	39,320

E.—*Regulation, screen, or other wagon service in operation June 30, 1897*—Continued.

*Not under formal contract.

o. of nte.	City or town.	Contractor.	Length.	Annual travel.	Annual pay.
	VIRGINIA.		*Miles.*	*Miles.*	*Dollars.*
4001	Richmond	J. Sweeney	6.12	9,644.96	2,985
4011	Norfolk	W. B. Catching	16.31	168,326.60	3,400
4012	Alexandria	J. E. Darling	1.39	5,808.92	900
4013	*Fredericksburg	E. W. Jones	1.08	3,107.84	460
			24.90	186,948.32	7,745
	WEST VIRGINIA.				
8011	Martinsburg	J. S. Powell	2.40	6,536.40	525
	NORTH CAROLINA.				
8011	Asheville	B. H. Colegrove	1.25	6,633.25	538
8012	Charlotte	do	2.62	7,909.92	638
8013	Greensboro	S. G. Proffit	.82	3,282.48	538
8014	Raleigh	E. A. Chilton	.38	1,339.52	587
8015	Wilmington	W. J. Meredith	2.33	2,904.44	744
			7.30	22,069.61	3,045
	SOUTH CAROLINA.				
0011	Charleston	E. A. Chilton	6.37	8,702.72	1,772
0012	Columbia	B. H. Colegrove	1.91	9,951.76	629
0013	*Spartanburg	R. D. Blowers	.45	2,620.80	490
0014	*Greenville	H. F. McCullough	1.49	4,261.92	675
			10.22	25,537.20	3,566
	GEORGIA.				
1001	Atlanta	E. A. Chilton	2.34	10,167.96	1,880
1011	Americus	do	.72	1,834.56	477
1012	Augusta	S. G. Proffit	.87	2,215.20	666
1013	Macon	E. A. Chilton	3.33	10,042.80	1,072
1014	Rome	M. J. Boyd	1.25	3,809	527
1015	Savannah	J. P. Stewart	3.20	7,002.80	1,760
			11.71	35,071.82	6,382
	FLORIDA.				
2011	Jacksonville	E. A. Chilton	1.75	9,711.75	1,542
2012	Tampa	J. P. Stewart	.48	1,884.48	490
			2.23	11,596.23	2,032
	ALABAMA.				
4011	Mobile	E. A. Chilton	.53	2,307.76	682
4012	Montgomery	W. B. Catching	.59	4,663.36	559
4013	Selma	E. A. Chilton	1.65	4,463.16	579
			2.77	11,434.28	1,820
	MISSISSIPPI.				
6011	Jackson	W. B. Catching	.37	2,251.08	529
6012	Vicksburg	E. A. Chilton	1.09	2,143.44	560
			1.46	4,394.52	1,089
	TENNESSEE.				
7001	Memphis	J. P. Stewart	31.20	60,805.68	5,100
7002	Nashville	E. A. Chilton	1.88	9,447.36	1,942
7011	Chattanooga	J. P. Stewart	1.18	9,634.56	1,490
7012	Knoxville	W. B. Catching	3.30	7,293.52	928
			37.56	87,181.12	9,460
	KENTUCKY.				
0001	Louisville	E. A. Chilton	9.50	38,969	6,090
0011	Lexington	do	2.29	10,112.96	1,092
0012	Paducah	do	2.70	7,106.32	977
			14.49	56,188.28	8,159

C.—*Railroad Mail Service and railway post-office cars as in operation June 30, 1897*—Continued.

Number of route.	State and termini.	Title of company.	Length of route.	Pay per mile for transportation.	Annual rate of pay for transportation.	Average number of trips per week.	Authorized mileage, railway post-office cars.	Pay per mile for railway post-office cars.	Annual rate of pay for railway post-office cars.	Lines of railway post-office cars authorized.	Remarks.
	CALIFORNIA—continued.		*Miles.*	*Dollars.*	*Dollars.*		*Miles.*	*Dollars.*	*Dollars.*		
176079	Riverside and San Bernardino.	Southern Pacific Co.....	12.20	43.61	532.04	28	.....	.....	.....	.....	
176080	Los Angeles and Redondo..	Redondo Rwy. Co.....	17.76	42.75	759.24	6	.....	.....	.....	.....	
176081	Grafton and Marysville.....	Southern Pacific Co.....	28.41	42.75	1,214.52	7	.....	.....	.....	.....	
176082	Los Angeles and Long Beach.	Los Angeles Terminal Rwy. Co.	21.97	42.75	939.21	14	.....	.....	.....	.....	
176083	San Diego and Foster.....	San Diego, Cuyamaca and Eastern R. R. Co	26.21	49.59	1,299.75	12	.....	.....	.....	.....	
176084	Brynmawr and Craftonville.	Southern Pacific Co.....	7.00	42.75	299.25	9.25	.....	.....	.....	.....	
176085	Goffs (u. o.) and Manvel....	California Eastern Rwy. Co.	29.44	42.75	1,258.56	6	.....	.....	.....	.....	
176086	Santa Margarita and San Luis Obispo.	Southern Pacific Co.....	17.55	108.59	1,905.75	7	.....	.....	.....	.....	
176087	San Diego and Lajolla.....	San Diego, Pacific Beach and La Jolla Rwy. Co.	16.35	.....	400.00	6	.....	.....	.....	.....	Agreement.
176088	Vacant.										
176089	Pasadena and Altadena.....	Los Angeles Terminal Rwy. Co.	6.18	42.75	264.19	6	.....	.....	.....	.....	
176090	Cuba and Clairville.....	Sierra Valleys Rwy. Co.....	30.70	.....	1,312.42	6	.....	.....	.....	.....	Do.
176091	Bassett (n. o.) and Pomona..	Southern Pacific Co.....	17.99	.....	769.06	6	.....	.....	.....	.....	Do.
176092	Elsinore Junction (n. o.) and Elsinore.	Southern California Rwy Co.	2.48	42.75	106.02	12	.....	.....	.....	.....	
176093	San Luis Obispo and Guadaloupe.	Southern Pacific Co.....	25.48	42.75	1,089.27	6	.....	.....	.....	.....	
176094	Anaheim Station (n.o.) and Los Alamitos.	.....do	9.30	42.75	397.57	6	.....	.....	.....	.....	
176095	Santa Monica and Port Los Angeles.	.....do	3.78	42.75	161.59	6	.....	.....	.....	.....	
			4,939.48	.....	987,724.10	.....	.....	.....	134,298.40		

D.—Steamboat service [illegible]

No. of route.	State and terminal.	Name of contractor.	Annual pay.	Length of route.	Trips per week.	Remarks.
	MAINE.		*Dollars.*	*Miles.*		
1080	Boston to Castine	Boston and Bangor Steamship Co., William H. Hill, president.	800.00	188	6	June 25 to Sept. 7, 1897.
1082	Portland to Peak Island	C. W. T. Goding	800.00	3.20	12 6	3 months. 9 months.
1083	Bemis to Haines Landing	F. C. Barker	297.89	15	12 6	1½ months. 3 months.
1084	Rangeley to Indianrock	Luther Nile	205.25	8.36	6	4½ months.
1085	Greenville to Kineo	John H. Eveleth	498.00	20	6	May 16 to Nov. 15 in steamboats, and star from Nov. 16 to May 15.
1086	Boston to Eastport	J. B. Colegrove	660.00	250	4	2½ months. July 1 to close of season, not later than Sept. 15.
1087	Portland to Eastport	do	1,560.00	180	1	
1088	Portland to Cousins Island	Freeport Steamboat Co., H. B. Soule, manager.	200.00	9	6	Apr. 1 to Dec. 30.
1089	Orrs Island to Portland	Isaiah Daniels	1,400.00	21.58	12 6	2 months. 10 months.
1091a	Bath to Popham Beach	John H. Stacey	150.00	12	6	June 16 to Sept. 15, 1897.
1091	Bath to Boothbay Harbor Wiscasset to Boothbay Harbor	Eastern Steamboat Co., H. W. Swanton, treasurer.	1,500.00	15.62 15.25	6 6	8 months. 4 months.
1092	North Islesboro to Belfast	Frenchmans Bay Steamboat Co., H. P. Jones, agent.	500.00	11	12 6	3 months. 9 months.
1095	Rockland to Greens Landing	Boston and Bangor Steamship Co.	310.00	23.25	6	June 25 to Sept. 5, 1897.
1096	Vinalhaven to Rockland	William S. White	666.87	15	12 6 6	10 months. 2 months. 9 months.
1097	Rockland to Swans Island	Frenchmans Bay Steamboat Co., H. P. Jones, manager.	1,765.86	14 14 10	12 6 3	3 months. 9 months. 3 months.
1098	Bar Harbor to Mount Desert Ferry	Henry F. Dowst	2,500.00	13	18 12	3⅓ months. 8⅔ months.
1099	Bar Harbor to Winter Harbor	Winter Harbor Steamboat Co., C. S. Whelen, president.	416.00	7	6	4 months.
1100	Eastport to Lubec	Bion M. Pike	380.00	3	12	
			14,609.37	848.26		
	NEW HAMPSHIRE.					
2098	Georges Mills to Lake Sunapee Station (n. o.).	Woodsum Steamboat Co., John Tyler, president.	142.50	15	6	From June 16 to Sept. 15.
2100	The Weirs to Wolfboro	Winnipisseogee Steamboat Co., John F. Webster, treasurer.	933.33	40	6	From June 1 to Oct. 20.
			1,075.83	55		

a New.

D.—*Steamboat service in operation on June 30, 1897*—Continued.

No. of route.	State and termini.	Name of contractor.	Annual pay.	Length of route.	Trips per week.	Remarks.
	MASSACHUSETTS.		*Dollars.*	*Miles.*		
4096	Vineyard Haven to railroad station (n. o.).	F. S. Gray	400.00	7.50	18	4 months.
4097	New Bedford to Nonquitt	George A. Bourne	800.00	6.50	13	4 months.
4098	New Bedford to Cuttyhunk	F. S. Gray	1,700.00	14	6 1	3 months. 9 months.
4099	Woodsholl to Nantucket	New Bedford, Marthas Vineyard and Nantucket Steamboat Co., E. F. Pierce, treasurer.	7,875.00	34	12 6	6 months. 6 months.
4100	New Bedford to Edgartown	do	3,000.00	30	6	The year round on 30 miles; 19 additional trips per week from June 26 to Sept. 10, on 23.50 miles.
			13,775.00	92		
	RHODE ISLAND.					
5099	Block Island to Newport	Lemuel A. Dodge	2,666.00	30	6 3	4 months. 8 months.
5100	Newport to Wickford Junction (n. o.).	Newport and Wickford R. R. and Steamboat Co., A. S. Sherman, treasurer.	9,000.00	15	25 18	5 months. 7 months.
			11,666.00	45		
	NEW YORK.					
7089	Sag Harbor, to New London, Conn.	Long Island and New London Steamboat Co., Samuel Griffin, president, Sag Harbor, Suffolk County, N. Y.	1,296.00	35.25	12	3 months.
7091	Fishers Island, to New London, Conn.	Fishers Island Navigation Co., Edmund M. Ferguson, president, Fishers Island, Suffolk County, N. Y.	1,200.00	8.60	12 6	4 months. 8 months.
7092	Clayton to Alexandria Bay	Howard S. Folger, Clayton, Jefferson County, N. Y.	1,400.00	17.25	19 12	2½ months; $200 per month. 4½ months.
7093	Port Henry, to Chimney Point, Vt.	The Port Henry Steam Ferry Co., H. B. Willard, secretary and treasurer, Port Henry, Essex County, N. Y.	347.00	2.50	6	
7094	Plattsburg, to Burlington, Vt.	J. B. Colegrove, Washington, D. C.	1,764.36	25.50	6	9 months; $7.54 per round trip.
7095	Lake George to Fort Ticonderoga (n. o.).	do	1,750.00	44.25	7 6	2 months; $14 per round trip. 2½ months.
7098	Penn Yan to Hammondsport	Lake Keuka Navigation Co., H. S. Stebbins, manager, Hammondsport, Steuben County, N. Y.	702.00	22	6	9 months; $3 per round trip.

	MARYLAND.					
13087	Washington, D. C., to Norfolk, Va....	Norfolk and Washington, Steamboat Co.	1,825.00	197	7	$5 per round trip.
13088	Baltimore to Seaford, Del.....	Baltimore, Chesapeake and Atlantic Railway Co.	900.00	155	3	
13089	Baltimore to Washington, D. C.....	The Weems Steamboat Co. of Baltimore City.	1,900.00	271.25	2 1	June 1 to Dec. 31. The additional service is, 1 trip a week from Baltimore to Leonardtown, Md., and 1 trip a week from Baltimore to Kinsale, Va. Jan. 1 to May 31, with 2 trips a week on part of route, June 1 to Dec. 31.
13090	Washington, D. C., to Glymont.....	Thomas Adams.....	2,204.74	29.50	6	
13091	Baltimore to Rives (n. o.), Va.....	Eastern Shore Steamboat Co.....	3,000.00	238.50	6	To Crisfield, 115 miles, and 2 residue, 123.50 miles, May 1 to Dec. 31; 2 to Crisfield, 115 miles, and 1 residue, 123.50 miles, Jan. 1 to Apr. 30.
13092	Baltimore to Tolchester Beach.....	Tolchester Steamboat Co.....	550.00	26	6 3	June 1 to Sept. 15. Mar. 1 to Dec. 31.
13093	Baltimore to Salisbury.....	Maryland Steamboat Co.....	900.00	141	1 6	Jan. 1 to Feb. 28. Mar. 1 to Nov. 30.
13094	Baltimore to Westpoint, Va.....	Baltimore, Chesapeake and Richmond Steamboat Co.	3,000.00	211.50	3	Dec. 1 to Feb. 28.
13095	Baltimore to Denton.....	Maryland Steamboat Co., of Baltimore....	700.00	147	6	
13096	Baltimore to Freeport, Va.....	.....do.....	2,400.00	208.37	2	
13097	Baltimore to Benedict.....	Weems Steamboat Co., of Baltimore City.	2,000.00	120.50	2	
13098	Baltimore to Chestertown.....	Chester River Steamboat Co.....	850.00	63	3	
13099	Baltimore to Rockhall.....	.....do.....	250.00	30	6 3	July 1 to Oct. 31. Nov. 1 to June 30.
	VIRGINIA.		21,079.74	1,838.62		
14090	Whitestone to Urbanna.....	H. C. Bayton.....	1,850.00	27.50	6	
14092	Norfolk to Smithfield.....	Old Dominion Steamship Co.....	398.62	25.91	6	
14094	Portsmouth to Cape Charles.....	Alexander J. Cassatt.....	14,971.62	38.55	13	
14095	Newport News to Norfolk.....	Chesapeake and Ohio Railway Co.....	4,000.00	13.25	14	
14096	Franklin City to Chincoteague Island.	E. Parr.....	944.00	6	6	
14097	Norfolk to Baltimore, Md.....	Baltimore Steam Packet Co.....	9,000.00	191.62	6	
14098	Norfolk to Thompsons Wharf (n. o.)..	Old Dominion Steamship Co.....	1,200.00	62.75	3	
14099	Norfolk to Richmond.....	Edward E. Barry.....	4,000.00	129.25	3	
14100	Fredericksburg to Baltimore, Md.....	Weems Steamboat Co., of Baltimore City.	6,624.00	277.25	2	To Tappahannock, 63.50 miles; 4 residue; 213.75 miles.
	NORTH CAROLINA.		42,988.24	772.08		
18094	Beaufort to Morehead City.....	William L. Arrington.....	470.00	3.50	12	
18095	Elizabeth City to Newbern.....	M. K. King, manager steamer Neuse.....	1,000.00	170	3	
18097	Plymouth to Edenton.....	M. J. Boyd.....	1,578.00	18	6	
18098	Windsor to Plymouth.....	George Walter Harney.....	1,365.00	26.50	6	
18099	Wilmington to Southport.....	M. J. Boyd.....	1,288.00	25	6	
18100	Wilmington to Fayetteville.....	William S. Cook.....	600.00	112	2	
			6,301.00	355		

D.—*Steamboat service in operation on June 30, 1897*—Continued.

No. of route.	State and termini.	Name of contractor.	Annual pay.	Length of route.	Trips per week.	Remarks.
	SOUTH CAROLINA.		*Dollars.*	*Miles.*		
20096	Mullethall to Charleston	H. D. Bulwinkle	400.00	25	2	
20097	Edisto Island to Young Island	W. E. Travis	700.00	10	6	
20098	Charleston to Wando	N. Nelson	200.00	16	6	
20099	Charleston to Moultrieville	M. J. Boyd	1,067.00	6.50	14	
20100	Georgetown to Bucksville	do	1,093.00	53	3	
			3,460.00	110.50		
	GEORGIA.					
21099	Brunswick to Cumberland	W. M. Tupper and H. H. Raymond	1,200.00	22	6	
21100	Brunswick to St. Simons Mills	M. J. Boyd	1,087.00	12	12	
			2,287.00	34		
	FLORIDA.					
23083	St. Andrews Bay to Wetappo	David M. Witherill	1,047.00	29.50	6	
23084	Bayhead to St. Andrews Bay	Frank H. Ware	1,100.00	19.87	6	
23085	Eau Gallie to Nathan	Walter J. Nesbitt	1,285.44	36.88	3	
23087	West Palmbeach to Juno	M. J. Boyd	840.05	11.50	6	
23088	Myers to Thompson	do	967.00	44	3	
23089	Punta Gorda to Myers	B. H. Colegrove	3,150.00	76	3	8 months.
					6	4 months.
23090	Port Tampa to Havana, Cuba	Henry B. Plant	55,670.00	337	3	5 months.
					2	7 months.
23091	Port Tampa to Ellenton	M. Woodville	2,999.00	40.50	6	
23093	Palatka to Drayton Island	J. F. Brown	2,389.00	42	6	
23094	Palatka to Picolata	Fannie L. Gardner	1,542.00	33.50	6	
23095	Jacksonville to Orangedale	Charles E. Garner	2,475.00	34.50	6	
23096	Jacksonville to New Berlin	M. J. Boyd	787.00	15	6	
23097	Fernandina to St. Marys, Ga	Benjamin Cook	736.37	12	2	
23098	Iola to Wewahitchka	M. J. Boyd	1,330.00	15.50	6	
23099	Chattahoochee to Apalachicola	Edward Augustus Shepherd	5,790.00	132.50	3	
23100	Freeport to Port Washington	M. J. Boyd	677.00	12	6	
			82,784.86	892.25		

	ALABAMA.					
24099	Mobile to Battles	John A. Alexander	2,100.00	28.75	7	
	MISSISSIPPI.					
26099	Yazoo City to Belzona	Yazoo and Tallahatchie Transportation Co.	990.00	63.50	3	
26100	English Lookout, La., to Gainsville	Poitevent and Favre Lumber Co	1,387.00	21.50	6	
			2,377.00	85.00		
	TENNESSEE.					
27100	London to Kingston	Washington B. Rose	572.00	22.50	6	
	KENTUCKY.					
29098	Danville, Tenn., to Savannah, Tenn	Tennessee River Packet Co., J. K. Barlow, president.	2,868.26	119.75	3	
29099	Louisville to Evansville, Ind	Louisville and Evansville Mail Co., William W. Hite, president.	13,500.00	207.40	6	
29100	Evansville, Ind., to Paducah	John Gilbert	10,000.00	150.50	6	
			26,368.26	477.65		
	MICHIGAN.					
37001	Ludington to Milwaukee, Wis	Flint and Pere Marquette R. R. Co., S. T. Crapo, general manager.	2,745.00	96	6	From May 1 to Nov. 30, 1897.
37002	Charlevoix to St. James	Henry M. Sherman and Robert A. Miller	1,357.20	32.75	3	During season of navigation.
37003	Cheboygan to Sault de Ste. Marie	George T. Arnold	1,575.00	114	3	Do.
37004	St. Ignace to Cedarville	W. D. Murray	160.00	22.50	6	May 1 to Oct. 31 of each year.
37005	Traverse City to Northport	Henry J. Webb	158.00	29.50	6	Do.
37006	Mackinaw to Mackinac Island	L. R. Boynton, manager Island Transportation Co.	466.67	7	21	July 1 to Sept. 30 of each year.
37008	Mackinac Island to St. Ignace	John Mulcrone	1,785.00	6	7	When practicable.
37009	Leland to Fouch (n. o.)	John Hastings	83.50	15	6	May 1 to Oct. 31, 1897.
			8,330.37	322.75		
	WISCONSIN.					
39001	Milwaukee to Grand Haven, Mich	Crosby Transportation Co., E. G. Crosby, general manager.	1,830.00	87.25	6	Apr. 1 to Oct. 31 of each year.
39003	Duluth, Minn., to Herbston	W. Vernon Booth	910.00	42	3	May 1 to Nov. 30 of each year
			2,740.00	129.25		
	MINNESOTA.					
41001	Two Harbors to Grand Marais, Wis	W. Vernon Booth	1,050.00	89	2	May 15 to Oct. 31 of each year.

D.—*Steamboat service in operation June 30, 1897*—Continued.

No. of route.	State and termini.	Name of contractor.	Annual pay.	Length of route.	Trips per week.	Remarks.
	MISSOURI.					
			Dollars.	*Miles.*		
45099	Cairo, Ill., to Memphis, Tenn	B. G. Lee	2,548.00	2.61	1	$49 per round trip.
	ARKANSAS.					
47095	Arkansas City (St. L., I. M. & S. R. R. Sta.) to Huntington, Miss. (Y. & M. R. R. Sta.).	Charles L. Wilkerson and J. M. Whitehill	313.00	1.50	6	
47096	Arkansas City to Greenville, Miss	Frank L. Lyon	2,000.00	40	3	
47097	Memphis, Tenn., to Ashport, Tenn	Bayliss Goodlett Lee	7,399.00	135	3	
47098	Memphis, Tenn., to Helena	do	5,899.00	124	3	
47099	Memphis, Tenn., to Arkansas City	James H. Rees	9,000.00	241.75	2	
47100	Greenville, Miss., to Vicksburg, Miss.	Junius I. Mulholland	7,400.00	182.50	3	
			32,011.00	724.75		
	LOUISIANA.					
49090	Lakeside to Mermenton	Frank P. Blackburn	800.00	30.25	6	
49091	Burns to Port Eads	M. P. Florane	3,800.00	35.50	6	
49092	Avers to Port Vincent	J. A. Muir	3,340.00	52.50	3	
49094	Lake Charles to Cameron	W. H. Cline	1,400.00	53	3	
49095	Jonesville to Tooleys	J. N. Thomas	2,345.00	50	3	
49098	Natchez, Miss., to Vicksburg, Miss	Thomas Reber	6,200.00	132	6	
49099	Natchez, Miss., to Bayou Sara	Thomas Prince	9,000.00	132.50	3	
49100	Baton Rouge to Bayou Sara	John H. Mossop	2,920.00	40	6	
			29,805.00	525.75		
	TEXAS.					
50099	Austin to Lakewood	Edward Paggi	300.00	23	6 2	June 1 to Aug. 31. Sept. 1 to May 31.
	WASHINGTON.					
71072	Friday Harbor to New Whatcom	Andrew Newhall	1,200.00	66	3	
71073	Anacortes to Samish	C. F. Mitchell	338.00	8	3	
71074	Port Townsend to Coupeville	R. S. Smith	587.00	7	6	
71077	Olympia to Olympia	Walter Axtell	200.00	22	2	
71078	Astoria to Grays River	John Pickernell	870.00	22	2	
71079	Anacortes to Friday Harbor	Edward P. Newhall	1,998.00	29.12	3	
71080	Fairhaven to Beach	Walter Still	600.00	15	2	
71081	Seattle to New Whatcom	Pacific Navigation Co., J. M. Ashton, president.	600.00	99	6	One way only.

71088	Olympia to Shelton	R. S. Smith	2,319.00	31	6	
71089	Tacoma to Allyn	Henry Theilen	662.09	56.75	3	
71090	Seattle to Sitka	Pacific Coast Steamship Co., Chas. Goodall, president.	18,000.00	1,100	.....	Twice a month.
71092	Nahcotta to Southbend	Geo. H. Emerson	2,690.00	28	6	
71093	Tacoma to Tacoma	Edward Lorenz	1,135.65	35.37	6	8.50 miles.
					3	26.87 miles.
71094	Tacoma to Seattle	W. G. Rowland	1,710.00	43.62	6	
71095	Hoquaim to Damon	Alex. Polson	1,000.00	15	3	
71096	Port Townsend to Neahbay	R. S. Smith	7,693.00	108	6	42 miles.
					3	66 miles.
71097	Port Townsend to New Whatcom	J. B. Colegrove	8,700.00	129.50	3	
71099	Seattle to Port Townsend	H. F. Jackson	10,000.00	69	6	With 7 additional trips, omitting intermediate offices.
71100	Port Townsend to Hadlock	J. B. Colegrove	591.00	6.50	6	
			68,211.54	2,134.61		
	OREGON.					
73099	Myrtle Point to Bandon	G. W. Leneve and Thos. W. McCloskey	1,498.00	36.75	6	
73100	Portland to Astoria	Oregon R. R. and Navigation Co., E. McNeil, president.	12,000.00	158.99	6	104.99 miles.
					3	54 miles.
			13,498.00	195.74		
	CALIFORNIA.					
76095	San Francisco to Crescent City	J. K. C. Hobbs and J. G. Wall	470.00	274	.....	About once a week Mar. 1 to Oct. 31, and 3 times a month Nov. 1 to Feb. 28; 47 round trips.
76097	Tahoe to Tahoe	Chas. T. Bliss	3,131.58	34	6	6 months.
					2	
76098	Eureka to Arcata Wharf (n. o.)	Daniel Murphy	998.00	4	12	
76099	San Francisco to Eureka	Pacific Coast Steamship Co., Chas. Goodall, president.	6,000.00	232	1	Or, as often as boats may run.
76100	San Francisco to Sacramento	C. J. Wilder	6,000.00	108.50	6	
			16,599.58	652.50		
	ALASKA.					
78094	San Francisco, Cal., and Seattle, Wash., to Circle.	Portus B. Weare	3,000.00	4,850	.....	5 trips per annum, at $600 each.
78099	Orca to Nutchek (n. o.)	Pacific Steam Whaling Co., E. L. Griffith, manager.	420.00	40	.....	2 round trips per month from Apr. 1 to Oct. 31, 1896; from Apr. 1 to Oct. 31, 1897; and from Apr. 1 to June 30, 1898, at $30 per trip.
78100	Sitka to Ounalaska	Leon Sloss	4,966.40	1,516	.....	Once a month, Apr. to Oct.
			8,386.40	6,406		

E.—*Regulation, screen, or other wagon service in operation June 30, 1897.*

* Not under formal contract. † Collection and distribution wagon.

No. of route.	City or town.	Contractor.	Length.	Annual travel.	Ann pa
	MAINE.		*Miles.*	*Miles.*	*Dolls*
201011	Lewiston and Auburn	J. L. Yaden	3.01	10,457.20	1,
	NEW HAMPSHIRE.				
202001	*Concord	P. Hackett	.47	5,133.40	
202002	*Dover	T. Sherry	.38	3,833.44	
			.85	8,965.84	1,
	VERMONT.				
203001	*Rutland	W. Gilman	.63	3,996.72	
	MASSACHUSETTS.				
204002	Boston	C. R. Skinner	9.83	107,822.96	37
204011	Fall River	J. L. Yaden	2	18,304	
204012	Lowell	....do	.58	6,997.12	
204013	Springfield	....do	.25	3,952.25	1
204014	Worcester	....do	.55	11,601.20	1
			13.21	148,677.53	43
	RHODE ISLAND.				
205001	Providence	E. Parr	2.99	8,910.72	2
	CONNECTICUT.				
206011	Bridgeport	J. L. Yaden	1.05	4,904.64	1
206012	Hartford	H. C. Slavens	2.79	54,178.80	2
206013	New Haven	W. B. Catching	11.84	95,550	3
206014	Waterbury	E. Parr	1.03	5,440.72	1
			16.71	160,074.16	8
	NEW YORK.				
207002	Buffalo	B. Frank Crouse	14.82	65,279.76	5
207003	New York	Utah, Nevada and California Stage Co.	339.93	1,258,008.80	192
207004	Brooklyn	E. A. Chilton	6.18	53,357.48	1
207005	† New York	G. G. Travis and J. H. Atwood	3	8,589.12	4
207011	Albany	E. Parr	1.18	19,140.18	1
207013	Elmira	R. Y. Woodlief	3.05	31,714.80	1
207014	Rochester	Weed & Decker	6.17	91,862.16	3
207015	Syracuse	J. L. Yaden	1.82	38,241.84	1
207016	Troy	....do	.12	2,620.80	1
207017	*Auburn	A. Meyer	1.02	3,486.40	
			377.29	1,577,301.32	223
	NEW JERSEY.				
209001	Jersey City	J. B. Colegrove	16.67	38,542.92	4
209011	Newark	J. L. Yaden	3.64	93,353.58	3
			20.31	131,896.50	7
	PENNSYLVANIA.				
210001	Philadelphia	Utah, Nevada and California Stage Co.	54.53	86,674.33	4
210002	Pittsburg	E. Parr	11.42	52,009.52	1
210011	Allegheny	B. F. Dyer	5.34	102,384.88	3
210012	Erie	C. P. Haskins	3.25	32,786	1
210013	Harrisburg	J. L. Yaden	1.37	29,083.60	1
210014	*Easton	W. Otto	1.72	8,473.92	1
			77.63	311,412.25	9
	DELAWARE.				
212011	Wilmington	E. Parr	4.38	8,122.20	1
	MARYLAND.				
213001	Baltimore	E. Parr	40.35	109,741.68	1
213002	Washington, D. C.	....do	31.92	85,271	1
213003	*Do	D. L. Coon & Co	1.78	6,592.83	
			74.05	201,605.51	3

E.—*Regulation, screen, or other wagon service in operation June 30, 1897*—Continued.

*Not under formal contract.

No. of route.	City or town.	Contractor.	Length.	Annual travel.	Annual pay.
	VIRGINIA.		*Miles.*	*Miles.*	*Dollars.*
14001	Richmond	J. Sweeney	6.12	9,644.96	2,985
14011	Norfolk	W. B. Catching	16.31	168,326.60	3,400
14012	Alexandria	J. E. Darling	1.39	5,808.92	900
14013	*Fredericksburg	E. W. Jones	1.08	3,167.84	460
			24.90	186,948.32	7,745
	WEST VIRGINIA.				
8011	Martinsburg	J. S. Powell	2.40	6,536.40	525
	NORTH CAROLINA.				
8011	Asheville	B. H. Colegrove	1.25	6,633.25	538
8012	Charlotte	....do	2.62	7,909.92	638
8013	Greensboro	S. G. Proffit	.82	3,282.48	538
8014	Raleigh	E. A. Chilton	.38	1,339.52	587
8015	Wilmington	W. J. Meredith	2.33	2,904.44	744
			7.30	22,069.61	3,045
	SOUTH CAROLINA.				
9011	Charleston	E. A. Chilton	6.37	8,702.72	1,772
9012	Columbia	B. H. Colegrove	1.91	9,951.76	629
9013	*Spartanburg	R. D. Blowers	.45	2,620.80	490
9014	*Greenville	H. F. McCullough	1.49	4,261.92	675
			10.22	25,537.20	3,566
	GEORGIA.				
1001	Atlanta	E. A. Chilton	2.34	10,167.96	1,880
1011	Americus	....do	.72	1,874.56	477
1012	Augusta	S. G. Proffit	.87	2,215.20	666
1013	Macon	E. A. Chilton	3.33	20,042.80	1,072
1014	Rome	M. J. Boyd	1.25	3,809	527
1015	Savannah	J. P. Stewart	3.20	7,002.30	1,760
			11.71	35,071.82	6,382
	FLORIDA.				
2011	Jacksonville	E. A. Chilton	1.75	9,711.75	1,542
2012	Tampa	J. P. Stewart	.48	1,884.48	490
			2.23	11,596.23	2,032
	ALABAMA.				
14011	Mobile	E. A. Chilton	.53	2,307.76	682
14012	Montgomery	W. B. Catching	.59	4,663.36	559
14013	Selma	E. A. Chilton	1.65	4,463.16	579
			2.77	11,434.28	1,820
	MISSISSIPPI.				
28011	Jackson	W. B. Catching	.37	2,251.08	529
28012	Vicksburg	E. A. Chilton	1.09	2,143.44	560
			1.46	4,394.52	1,089
	TENNESSEE.				
27001	Memphis	J. P. Stewart	31.20	60,805.68	5,100
27002	Nashville	E. A. Chilton	1.88	9,447.36	1,942
27011	Chattanooga	J. P. Stewart	1.18	9,634.56	1,490
27012	Knoxville	W. B. Catching	3.30	7,293.52	928
			37.56	87,181.12	9,460
	KENTUCKY.				
23001	Louisville	E. A. Chilton	9.50	38,969	6,090
23011	Lexington	....do	2.29	10,112.96	1,092
23012	Paducah	....do	2.70	7,106.32	977
			14.49	56,188.28	8,159

E.—*Regulation, screen, or other wagon service in operation June 30, 1897*—Continued.

* Not under formal contract.

No. of route.	City or town.	Contractor.	Length.	Annual travel.	Annual pay.
	OHIO.		*Miles.*	*Miles.*	*Dollars.*
231001	Cincinnati	Mason & Culp	14.66	86,933.60	16,789
231002	Cleveland	F. B. Riley	4.70	24,098.88	5,330
231003	Columbus	J. P. Stewart	3.17	19,723.60	1,770
231004	Toledo	H. S. Dowling	10.20	44,405.92	4,299
231005	*Chillicothe	E. Moore	1.60	7,987.20	720
231006	*Mount Vernon	W. Ashton	.73	2,437.76	420
231007	*Zanesville	J. H. Crooks	.50	5,824	524
231011	Akron	W. D. Dickson	7.57	7,009.62	1,223
231012	Canton	E. A. Chilton	3.02	7,627.36	1,242
231013	Dayton	J. P. Stewart	.31	7,608.64	1,270
231014	Hamilton	J. L. Beal	1.33	6,971.12	950
231015	Mansfield	E. A. Chilton	1.63	8,568.29	1,442
231016	Massillon	E. B. Bayliss	1.97	4,399.20	774
231017	Sandusky	E. A. Chilton	6.83	13,319.28	1,447
231018	Springfield	J. H. Hupman	8.49	22,437.48	1,700
231019	Lima	J. P. Stewart	6.61	11,721.84	940
			73.32	281,093.79	40,840
	INDIANA.				
233011	Anderson	J. P. Stewart	1.36	7,321.60	640
233012	Evansville	Utah, Nevada and California Stage Co.	3.74	8,740.16	1,626
233013	Fort Wayne	J. P. Stewart	3 75	10,166	1,340
233014	Indianapolis	do	1.21	25,230.92	1,700
233015	Lafayette	do	1.47	9,819.68	1,040
233016	Logansport	E. A. Chilton	2.80	8,845.20	1,187
233017	South Bend	do	4.91	9,611.68	1,442
233018	Terre Haute	J. R. Wilson	1.33	11,058.33	1,099
233019	*Richmond	J. Stevenson	.30	2,402.40	385
			20.87	93,195.97	10,459
	ILLINOIS.				
235001	Chicago	W. Weighel	342.16	505,877.28	72,400
235002	*Decatur	R. G. Hanks	.71	5,538	850
235003	*Galesburg	C. S. Baker	.85	5,676.32	540
235004	*Mattoon	S. Enos	.78	1,703.52	390
235005	*Ottawa	F. T. Scherer	.89	4,474.08	600
235006	*Belleville	P. Spinnerweber	.93	3,114.80	540
235007	*Monmouth	J. Kipper	1.25	4,056	540
235010	Bloomington	E. A. Chilton	4.75	13,208	1,842
235011	Cairo	J. P. Stewart	1.61	7,957.04	1,180
235012	Danville	do	2.49	8,934.64	950
235013	East St. Louis and National Stock Yards.	E. A. Chilton	1.76	9,110.40	792
235014	Elgin	J. P. Stewart	2	5,959.20	1,100
235015	Freeport	do	1.36	8,152.56	1,100
235016	Peoria	E. A. Chilton	1.86	15,410.72	1,672
235017	Quincy	J. P. Stewart	1.42	9,103.12	930
235018	Rockford	G. B. Freeman	3.88	5,657.60	945
235019	Rock Island	E. A. Chilton	7.24	14,908.40	1,547
235020	Springfield	Utah, Nevada and California Stage Co.	1.24	6,432.40	1,086
			376.64	635,274.08	89,004
	MICHIGAN.				
237001	Detroit	E. A. Chilton	11.84	53,070.79	6,600
237011	Grand Rapids	do	4.74	11,438.98	1,672
237012	Jackson	do	2.41	8,075.76	1,242
237013	Kalamazoo	do	2.85	7,271.68	980
237014	Lansing	W. L. McClure	6.57	15,045.68	1,400
237015	Saginaw, East Side	E. A. Chilton	11.23	29,433.72	2,273
237016	*Ann Arbor	J. A. Brown	.92	5,366.40	700
237017	*Bay City	E. M. Sharp	1.10	5,636.80	775
			41.66	135,339.81	15,707
	WISCONSIN.				
239001	Milwaukee	E. A. Chilton	15.53	40,725.36	6,600
239002	*Green Bay and Fort Howard	W. Vanden Brooke	3.42	13,272.48	1,200
239003	*La Crosse	M. T. Hayes	.33	926.64	240
239004	*Racine	A. McAvoy	1.50	9,592.96	900
239005	*West Superior	O. Connell	.25	3,068	597
239006	*Janesville	J. H. Burns	.89	4,502.16	450
239011	Madison	J. P. Stewart	4.19	10,884.12	1,230
			25.61	82,971.72	11,283

—Regulation, screen, or other wagon service in operation June 30, 1897—Continued.

* Not under formal contract.

. of te.	City or town.	Contractor.	Length.	Annual travel.	Annual pay.
	MINNESOTA.		*Miles.*	*Miles.*	*Dollars.*
901	Minneapolis	O'Brien & Kennedy	12.13	46,806.24	3,850
902	St. Paul	H. W. Reichow	1.28	32,008.08	3,200
911	Winona	W. E. Travis	2.33	8,501.48	1,430
912	*St. Cloud	Coats & Freeman	.73	1,973.92	339
913	*Duluth	H. C. Kendall	.21	131.04	144
			16.68	89,420.76	8,963
	IOWA.				
907	*Cedar Falls	J. H. Riley	.37	1,000.48	600
908	*Charles City	C. Wintersink	1.50	3,172	599
909	*Sioux City	J. A. Frye	.24	149.76	240
910	*Oskaloosa	J. Sipes	2.86	8,519.68	539
911	Burlington	W. E. Travis	.68	4,409.60	950
912	Cedar Rapids	do	.89	4,654	860
913	Council Bluffs	E. A. Chilton	4.79	17,294.16	2,067
914	Des Moines	J. P. Stewart	5.21	10,678.72	1,100
915	Dubuque	E. A. Chilton	2.42	8,413.08	1,542
916	Keokuk	J. P. Stewart	.64	6,656	940
917	Ottumwa	L. Ryttenberg	3.63	10,520.64	1,200
			23.23	75,468.12	10,437
	MISSOURI.				
901	Kansas City	E. A. Chilton	10.58	36,531.04	5,072
902	St. Louis	Mason & Culp	36.96	92,386.84	16,789
911	St. Joseph	J. P. Stewart	5.86	42,767.92	2,380
912	Springfield	E. A. Chilton	5.64	12,128.16	1,044
			59.04	183,813.96	25,285
	ARKANSAS.				
911	Little Rock	E. A. Chilton	1	10,088	1,372
912	Texarkana	F. S. Smith	2.24	4,860.96	930
			3.24	14,948.96	2,302
	LOUISIANA.				
901	New Orleans	R. Y. Woodlief	53.39	66,552.46	7,647
	TEXAS.				
911	Dallas	J. B. Colgrove	2.12	11,386.96	1,747
912	Fort Worth	H. A. Dixon	1.52	14,971.84	1,240
913	*San Antonio	A. A. Brown	1.12	5,591.04	720
914	*Sherman	A. Blake	.95	2,215.20	393
			5.71	34,165.04	4,100
	KANSAS.				
55011	Fort Scott	H. A. Dixon	.86	6,081.92	1,090
55012	Kansas City	W. O'Connell	5.96	15,138.24	1,896
55013	Leavenworth	A. A. Terry	6.34	13,109.20	1,587
55014	Topeka	E. A. Chilton	7.36	13,398.32	1,672
55015	Wichita	do	1.78	9,564.92	1,160
55017	*Emporia	J. O. Dair	1.09	2,966.08	550
			23.39	60,258.68	7,955
	NEBRASKA.				
257001	Omaha	L. C. Slavens, jr	3.23	21,492.46	3,780
257011	Lincoln	E. A. Chilton	1.85	7,691.84	1,132
			5.08	29,184.30	4,912
	MONTANA.				
308011	Helena	E. A. Chilton	2.30	11,284	1,272
	UTAH.				
308011	Salt Lake City	E. A. Chilton	3.45	8,199.36	1,472

E.—*Regulation, screen, or other wagon service in operation June 30, 1897*—Continued.

No. of route.	City or town.	Contractor.	Length.	Annual travel.	Annual pay.
	WASHINGTON.		*Miles.*	*Miles.*	*Dollars.*
271011	Seattle	R. Fraser	3.31	8,134.22	2,350
	OREGON.				
273011	Portland	P. H. Schulderman	19.58	25,329.85	6,000
	CALIFORNIA.				
276001	San Francisco	John Cross	11.01	31,537.76	5,000
276011	Los Angeles	A. P. Cross	38.21	41,858.62	5,400
276012	Oakland	H. A. Dixon	8.68	77,938.06	2,300
276013	Sacramento	E. A. Chilton	68	5,343.52	1,472
			58.58	156,677.96	14,282
	Total (171 routes)		1,521.18	5,009,690.79	703,876

F1.—*Electric and cable car mail service in operation June 30, 1897.*

Route No.	State and termini.	Corporate title of company carrying the mail.	Length.	Annual car miles.	Size of car.	Class of service.	Cost per mile traveled.	Annual rate of expenditure.	Motive power.	Remarks.
	MAINE.		*Miles.*		*Ft. In.*		*Cents.*	*Dollars.*		
301001	Springvale, Sanford	Mousam River R. R Co	2.47	6,184.88	.....	Closed pouch	.....	111.94	Electricity	
301002	Vacant.									
301003	Skowhegan, Norridgewock	Skowhegan and Norridgewock Electric R. R. and Power Co.	6.36	5,587.05	.....	do	.....	271.89	do	
301004	Portland, Cash's corner	Portland and Cape Elisabeth Rwy. Co.	4.64	8,713.92	.....	do	.....	198.36	do	
301005	Portland, Willard	do	4.33	8,112.96	.....	do	.....	185.10	do	
			17.80	28,598.81				767.29		
	MASSACHUSETTS.									
304001	Boston, Station C (Brighton)	West End Street Rwy. Co	8.25	32,514.38	15 7	Separate car	11.68	3,799.32	Electricity	
304002	Boston, Station T (Roxbury)	do	2.79	19,925.46	15 7	do	11.68	2,328.29	do	
304003	Boston, Station P (North Cambridge).	do	6.39	29,525.08	15 7	do	11.68	3,450.00	do	
304004	Boston, Station U (Somerville)	do	10.12	22,884.42	15 7	do	11.68	2,672.90	do	
304005	Boston, Station K (Dorchester)	do	4.49	23,255.26	15 7	do	11.68	2,717.37	do	
304006	Boston, Station K, Station B	do	4.60	21,269.05	15 7	do	11.68	2,485.26	do	
304007	Boston, Boston (night circuit)	do	.....	17,793.75	15 7	do	11.68	2,079.19	do	
304008	Northampton, Williamsburg	Northampton Street Rwy. Co	8.63	21,609.52	9 0	Apartment car	6.75	1,458.64	do	
304009	Conway, Conway Station	Conway Electric Street Rwy. Co.	5.14	12,830.56	.....	Closed pouch	.....	219.73	do	
304010	Vacant.									
304011	Worcester, Station B	Worcester Consolidated Street Rwy. Co.	2.15	6,877.85	.....	do	.....	91.91	do	
304012	Worcester, Station C	do	2.50	7,997.50	.....	do	.....	117.57	do	
304013	Worcester, Station E (Greendale)	do	3.25	10,396.75	.....	do	.....	138.93	do	
304014	New Bedford, Fall River	Dartmouth and Westport Street Rwy. Co.	13.93	43,600.90	.....	do	.....	596.50	do	
304015	Main Street Station, Greenfield, Turners Falls.	Turners Falls Street Rwy. Co	4.49	14,341.06	.....	do	.....	430.23	do	
			76.73	284,821.54				22,584.84		
	RHODE ISLAND.									
305001	Westerly, Watchhill	Pawcatuck Valley Street Rwy. Co.	6	4,404	.....	Closed pouch	.....	256.50	Electricity	From Apr. 21 to Oct. 20 each year only.

F[1].—*Electric and cable car mail service in operation June 30, 1897*—Continued.

Route No.	State and termini.	Corporate title of company carrying the mail.	Length.	Annual car miles.	Size of car.	Class of service.	Cost per mile traveled.	Annual rate of expenditure.	Motive power.	Remarks.
	CONNECTICUT.		*Miles.*		*Ft. In.*		*Cents.*	*Dollars.*		
306001	Hartford, South Glastonbury	Hartford Street Rwy. Co	9.56	20,088.26	.....	Closed pouch	.....	433.25	Electricity	
306002	Hartford, Unionville	Hartford Suburban Rwy. Co	13.89	19,825.42	.....	do	.....	593.79	do	
306003	Norwich, Yantic	Norwich Street Rwy. Co	4.91	6,147.32	.....	do	.....	209.90	do	
306004	Norwich, Taftville	do	4.11	12,864.30	.....	do	.....	182.73	do	
306005	Hartford, Manchester	Hartford, Manchester and Rockville Tramway Co.	10.82	29,522.16	.....	do	.....	740.08	do	
306006	Windsaw, Rainbow	Hartford Street Rwy. Co	5.07	12,482.34	.....	do	.....	374.47	do	
			48.36	100,879.80				2,534.22		
	NEW YORK.									
307001	City Line (n. o.), Williamsville	Buffalo and Willliamsville Electric Rwy. Co.	4.02	5,033.04	.....	Closed pouch	.....	171.86	Electricity	
307002	Brooklyn, Station M (Coney Island)	Atlantic Avenue R. R. Co. of Brooklyn.	10.21	58,986.92	.....	do	.....	916.65	do	
307003	Brooklyn, Station F (Flatbush)	Brooklyn Heights R. R. Co	3.47	23,148.37	.....	do	.....	154.28	do	
307004	Jamestown, Dun., All'y Val. and Pitts. R. R. station (n. o.)	Jamestown Street Rwy. Co	4.22	5,671.56	.....	do	.....	184.03	do	
307005	Brooklyn, Station N (Fort Hamilton)	Brooklyn Heights R. R. Co	7.66	51,558.13	.....	do	.....	523.94	do	
307006	Cortland, McGrawville	Cortland and Homer Traction Co.	5.50	10,329	.....	do	.....	249.26	do	
307007	Newburg, Walden	Newburg Electric Rwy. Co	11.56	29,067.96	.....	do	.....	494 19	do	
307008	Utica, New Hartford	Utica Belt Line Street R. R. Co.	4.03	7,568.34	.....	do	.....	172.28	do	
307009	Utica, New York Mills	do	4	7,512	.....	do	.....	171.00	do	
307010	Yorkville Junction (n. o.), Whitesboro	do	1.02	638.52	.....	do	.....	43.60	do	
307011	Port Dickinson, Union	Binghamton R. R. Co	11.73	22,028.04	.....	do	.....	.....	do	Pay not fixed.
307012	Niagara Falls, Station A	Niagara Falls and Suspension Bridge Rwy. Co.	2	11,162	.....	do	.....	.....	do	Do.
307013	New York, 194th street	Third Ave. R. R. Co	12.15	259,341.75	19 6	Trailer car	7.31	18,964.37	Cable	
307014	Brooklyn, Station E; Brooklyn Manhattan avenue and Box street.	Brooklyn Heights R. R. Co	10.33	102,288.08	11 1½	Apartment car	8.36	8,586.61	Electricity	
307015	Brooklyn (Station W), Station E	Brooklyn, Queens Co. and Suburban R. R. Co.	4.50	49,851.08	11 1½	do	8.36	4,188.34	do	
307016	Fredonia, Dunkirk	Dunkirk and Fredonia R. R. Co.	3.50	23,306.50	.....	Closed pouch	.....	600.00	do	

307017	Olean, R. R. stations	Olean Street Rwy. Co	1.25 81	7,345.07		do		547.00	do	
307018	Fishkill, N. Y. Central and Hudson River R. R.	Citizens' Street Rwy. Co	6	18,612		do		500.00	do	Agreement.
307019	Rochester, letter boxes	Rochester Rwy. Co	15.61	51,544.22	9 33	Apartment car	7.00	3,645.66	do	
	Rochester, substations	do		1,252.48		Closed pouch	3.00		do	
307020	Elmira, Substation No. 1	West Side R. R. Co	4.97	18,836.30		do			do	Without compensation.
307021	Youngstown, N. Y. Central and Hudson River R. R.	The Lewiston and Youngstown Frontier Rwy. Co.	6.32	15,825.28		do		474.75	do	
307022	Brooklyn, Flushing	Brooklyn Heights R. R. Co	11.81	29,572.24		do		850.00	do	Agreement.
307023	Fort Edwards, South Glens Falls	Glens Falls, Sandy Hill and Fort Edwards R. R. Co.	4.85	252.20		do			do	Without compensation.
			152.66	810,251.08				41,437.82		
	NEW JERSEY.									
309001	Paterson, Singac	Paterson and Little Falls Consolidated Rwy. Co.	5	9,390		Closed pouch		213.75	Electricity	
309002	Bridgeton, Millville	Bridgeton and Millville Traction Co.	10.65	9,043.96		do		300.00	do	
309003	Atlantic City, Longport	West Jersey and Seashore R. R. Co.	6.95	8,882.10		do		297.11	do	
309004	Newark, Branch post-offices	Consolidated Traction Co. of N. J.	7.18	38,141.35		do		1,143.94	do	
			29.78	65,457.41				1,954.80		
	PENNSYLVANIA.									
310001	Wilmerding, McKeesport	McKeesport Agency Co	6.42	26,436.64		Closed pouch		483.04	Electricity	
310002	Beaver Falls, Beaver	Beaver Valley Traction Co	5	35,012.18		do		329.20	do	
310003	Boleeville (n. o.), Freedom	People's Electric Street Rwy. Co.	3.40	19,440.43		do		168.60	do	
310004	Pittsburg, East Liberty Station	Pittsburg Traction Co	5.13	41,537.61		do		557.06	do	
310005	Pittsburg, Sharpsburg	Citizens' Traction Co	5.46	22,835.08		do		336.11	do	
310006	Pittsburg, South Side Station	Pittsburg and Birmingham Traction Co.	1.74	11,003.76		do		153.24	do	
310007	Pittsburg, Carrick	Suburban Rapid Transit Street Rwy. Co.	4.25	7,025.25		do		181.68	do	
310008	Pennsylvania R. R. station at Columbia (n. o.), Marietta.	Pennsylvania Traction Co	5.60	17,528		do		239.40	do	
310009	Hazleton, Ebervale	Lehigh Traction Co	5.07	9,598.14		do		216.74	do	
310010	Harleigh Switch (n. o.), Latimer Mines.	do	2.52	5,521.32		do		107.73	do	
310011	Philadelphia, Station G (Germantown).	People's Passenger Rwy. Co	6.68	78,877.44	15 0	Separate car		3,389.24	do	Agreement.
310012	Minersville, Pottsville	Schuylkill Electric Rwy. Co	4.40	11,017.60		Closed pouch		203.14	do	
310013	Pottstown, Sanatoga	Pottstown Passenger Rwy Co	3.10	3,881.20		do		132.52	do	
310014	Hazleton, Kelayres	Lehigh Traction Co	5.96	16,798.71		do		254.79	do	
310015	Vacant.									
310016	Scranton, Dickson City	Scranton Traction Co	4.10	7,699.80		do		175.27	do	
310017	Scranton, Dunmore	do	2.75	6,886		do		117.56	do	
310018	Media, Chester	Chester Traction Co	6.25	11,737.50		do		267.18	do	
310019	Moore Station (n. o.), Essington	Prospect Street Rwy. Co	1.67	2,080.82		do			do	Pay not fixed.

F[1].—*Electric and cable car mail service in operation June 30, 1897*—Continued.

Route No.	State and termini.	Corporate title of company carrying the mail.	Length.	Annual car miles.	Size of car.	Class of service.	Cost per mile traveled.	Annual rate of expenditure.	Motive power.	Remarks.
	PENNSYLVANIA—continued.		*Miles.*		*Ft. In.*		*Cents.*	*Dollars.*		
310020	Lockhaven, Millhall	Lockhaven Traction Co	3.85	4,820.20		Closed pouch			Electricity	Pay not fixed.
310021	Lancaster, Lititz	Pennsylvania Traction Co	10.26	25,691.04		do			do	Do.
310022	Philadelphia, Sixty-third and Market sts., Newtown square.	Philadelphia and West Chester Traction Co.	8.42	10,423.96		do		359.96	do	
310023	Vacant.									
310024	West Chester, Wil. and Nor. R. R. station.	The West Chester Street Rwy. Co.	4	5,008		do		200.00	do	
310025	Philadelphia, Station I (Manayunk.	Union Traction Co. of Philadelphia.	7.94	95,945.52	15 0	Separate car		3,843.83	do	Agreement.
310026	Philadelphia, Sixty-third and Market streets.	do	4.99	33,137.62	15 0	do		2,976.21	do	Do.
310027	Philadelphia, Darby	do	4.98	27,639	15 0	do		2,572.84	do	Do.
310028	Philadelphia (general post-office, general post-office).	do	3.83	23,983.46	15 0	do		2,207.18	do	Do.
310029	Philadelphia, Station F (Frankford).	do	6.74	78,790.60	15 0	do		7,311.76	do	Do.
310030	Norristown, Wissahickon Station (n. o.).	Roxboro, Chestnut Hill and Norristown Rwy. Co.	12.50	15,650		Closed pouch		350.00	do	
			147.01	656,006.88				27,134.28		
	MARYLAND.									
313001	Bethesda, Station A (Washington, D. C.).	Georgetown and Tennallytown Rwy. Co.	5.33	10,489.44		Closed pouch		227.85	Electricity	
313002	Chevy Chase, Substation No. 5 (Washington, D. C.).	Capital Traction Co	5.62	9,340.44		do		150.00	do	
313003	Vacant.									
313004	Substation No. 5 (Washington, D. C.), Brightwood.	Brightwood Rwy. Co	3	5,634		do		128.25	do	
313005	Vacant.									
313006	Washington, D. C., Sixth Street and Pennsylvania Avenue N. W., Station F.	Capital Traction Co	3.16	8,899.52		do			Cable	Pay not fixed
313007	Washington, D.C. (Thirty-sixth and M streets N. W.), Eighth and M streets S. E.	do	4.86	37,042.92	16 0	Trailer car	6.00	2,222.57	do	
313008	Baltimore, substation 13 (South Baltimore), Station E (Arlington).	Baltimore Traction Co	14.46	101,133.84	15 4	Separate car	11.50	11,630.39	Electricity	

[illegible]	Baltimore, Station L (Roland Park), Substation No. 219 (St. Helena).	City and Suburban Rwy. Co.	12.22	75,331.22	15	8	.....do	11.43	8,610.00	.....do	
318010	Baltimore, Station A (Towson), Station G (Catonsville).	.....do	16.32	107,454.36	15	8	.....do	11.43	12,262.03	.....do	
			64.97	355,325.74					35,251.44		
	VIRGINIA.										
314001	Alexandria, Arcturus	Alexandria and Mount Vernon Electric Rwy. Co.	6.22	7,674.76	.....		Closed pouch		265.90	Electricity..	
	WEST VIRGINIA.										
316001	Martins Ferry, Ohio, Benwood, W. Va.	Wheeling Rwy. Co.....	7.24	26,792.80	.....		Closed pouch		.....	Electricity..	Pay not fixed.
316002	Huntington, Substation No. 1...	Consolidated Light and Rwy. Co.	2	4,380	.....		.....do		200.00	.....do	
			9.24	31,172.80					200.00		
	NORTH CAROLINA.										
318001	Pinehurst, Southern Pines Station (n. o.).	Pinehurst Electric Rwy.....	7	5,544	.....		Closed pouch		.....	Electricity..	Without compensation.
	GEORGIA.										
321001	Savannah, Isle of Hope.....	Savannah, Thunderbolt and Isle of Hope Rwy. Co.	7.75	4,870.20	.....		Closed pouch		331.41	Electricity..	
	FLORIDA.										
323001	Tampa, Substation No. 2.....	Consumers' Electric Light and Street Rwy. Co.	2.12	1,327.12	.....		Closed pouch		90.68	Electricity..	
	TENNESSEE.										
327001	Knoxville, Fountain City.....	Fountain Head R. R. Co.....	5.67	7,019.46	.....		Closed pouch		242.39	Electricity..	
327002	Memphis, Station B (Estellville).	Citizens Street R. R. Co	2.50	4,875	.....		.....do		106.87	.....do	
327003	Memphis, Station E.....	.....do	5.33	7,142.20	.....		.....do		227.85	.....do	
327004	Nashville, West Nashville.....	Citizens Rapid Transit Co.....	4.31	5,585.76	.....		.....do		184.25	.....do	
327005	Memphis, Lichen.....	Citizens Street R. R. Co.....	3.14	4,207.60	.....		.....do		134.23	.....do	
			20.95	28,830.02					895.59		
	KENTUCKY.										
329001	Cincinnati, Ohio, Milldale.....	Cincinnati, Newport and Covington Rwy. Co.	6.08	29,571.08	.....		Closed pouch		405.47	Electricity..	
329002	Cincinnati, Ohio, Newport Substation No. 1 (Fort Thomas).	.....do	7.07	12,422.94	.....		.....do		302.24	.....do	
329003	Newport, Station A (Dayton), Covington.	.....do	4.92	10,985.30	.....		.....do		210.33	.....do	
329004	Covington, Ludlow	.....do	2.66	3,330.32	.....		.....do		113.71	.....do	
			20.73	56,309.64					1,031.75		

F[1].—*Electric and cable car mail service in operation June 30, 1897*—Continued.

Route No.	State and termini.	Corporate title of company carrying the mail.	Length.	Annual car miles.	Size of car.	Class of service.	Cost per mile traveled.	Annual rate of expenditure.	Motive power.	Remarks.
	OHIO.		*Miles.*		*Ft. In.*		*Cents.*	*Dollars.*		
331001	Newark, Granville	Newark and Granville Street Rwy. Co.	7.72	12,081.80	.....	Closed pouch	.....	330.03	Electricity	
331002	Canton, Massillon	Canton-Massillon Electric Rwy. Co.	8	10,016	.....	do	.....	342.00	do	
331003	Cincinnati, Carthage	Cincinnati Inclined Plane Rwy. Co.	7.84	21,499.81	.....	do	.....	422.34	do	
331004	Sandusky, Norwalk	Sandusky, Milan and Norwalk Electric Rwy. Co.	17.27	48,611.24	.....	do	.....	812.20	do	
331005	Cleveland, Euclid	Cleveland Electric Rwy. Co	10.66	41,085.69	.....	do	.....	756.54	do	
331006	Cleveland, Substation No. 1	do	5.37	17,223.38	.....	do	.....	381.10	do	
331007	Cleveland, Substation No. 6	do	4	11,595.28	.....	do	.....	321.48	do	
331008	Cleveland, Station C	Cleveland City Rwy. Co	2.51	18,295.39	.....	do	.....	218.89	do	
331009	Cleveland, Glenville	do	4.76	9,339.12	.....	do	.....	272.70	do	
331010	Cleveland, Willard	do	6.76	8,395.92	.....	do	.....	288.99	do	
331011	Piqua, Troy	Miami Valley Rwy. Co	9	16,902	.....	do	.....	384.75	do	
331012	Elyria, Lorain	Lorain Street Rwy. Co	9.30	40,752.60	.....	do	.....	397.57	do	
331013	Columbus, Blendon	Columbus Central Rwy. Co	11.19	14,009.88	.....	do	.....	612.31	do	
331014	Clintonville, Substation No. 3 (Columbus).	Columbus Street Rwy. Co	8.05	13,369.28	.....	do	.....	344.13	do	
331015	Cincinnati (Station D), Hyde Park.	Cincinnati Street Rwy. Co	3.02	4,095.12	.....	do	.....	129.10	do	
331016	Cincinnati (general post-office, general post-office.)	do	12.55	31,425.20	15 6	Separate car	11.62	3,651.60	do	
331017	Cincinnati, Station A, Station K (College Hill).	do	3.23	7,997.48	.....	Closed pouch	.....	138.08	do	
331018	Youngstown Substation No. 2 (Brier Hill), Substation No. 1 (Haselton).	Youngstown Street Rwy. Co	3.93	10,249.44	.....	do	.....	168	do	
331019	Dayton, National Military Home	The People's Rwy. Co	3.82	7,053.94	.....	do	.....	189.43	do	
331020	Cincinnati, Station D (Walnut Hill).	Cincinnati Street Rwy. Co	2.22	499.26	.....	do	.....	150	do	
			141.20	344,497.77				10,311.24		
	ILLINOIS.									
335001	Moline, Milan	Davenport and Rock Island Rwy. Co.	8.51	7,518.26	.....	Closed pouch	.....	363.80	Electricity	
335002	Peoria, North Peoria	Central Rwy. Co	2.02	2,529.04	.....	do	.....	86.35	do	
335003	Chicago, Station E	West Chicago Street R. R. Co	4.97	35,257.18	20 10	Trailer car	7.50	2,636.10	Cable	Pay for 20 feet only.

	MICHIGAN.									
337001	Manistee, Filer City	Manistee, Filer City and East Lake Rwy. Co.	4.33	5,446.20	.....	Closed pouch	.....	185.10	Electricity	Agreement.
	MINNESOTA.									
341001	St. Paul, Minneapolis	Twin City Rapid Transit Co.	10.58	.....	.....	Closed pouch	.....	452.29	Electricity	Agreement: letter boxes on all cars.
	IOWA.									
343001	Des Moines, Station No. 1	Des Moines City Rwy. Co.	1.07	5,785.49	.....	Closed pouch	.....	89.65	Electricity	
343002	Des Moines, Cottage Grove Station No. 2.	....do	1.97	5,797.71	.....	....do	.....	84.21	....do	
343003	Des Moines, Highland Park Station No. 3.	....do	3.36	11,116.88	.....	....do	.....	160.87	....do	
343004	Council Bluffs, Omaha, Nebr	Omaha and Council Bluffs Rwy. and Bridge Co.	4.60	23,990	.....	....do	.....	662.12	....do	
343005	Des Moines, Substation No. 6	Des Moines City Rwy. Co.	3.50	5,141.72	.....	....do	.....	120.00	....do	
			14.50	51,829.80				1,116.85		
	MISSOURI.									
345001	St. Louis, Grand Ave. Circuit	Union Depot R. R. Co.	13.66	51,760.05	28 0	Separate car	13.50	6,288.27	Electricity	Pay for 20 feet only.
345002	St. Louis, Florisant	St. Louis and Suburban Rwy. Co.	20.04	30,775.43	23 0	Apartment car	8.62	2,644.34	....do	Pay for 11 feet 6 inches only.
345003	St. Louis, Webster Grove	St. Louis and Meramac River R. R. Co.	12.11	26,387.08	14 0	....do	.....	.....	....do	Without compensation.
			45.81	108,922.56				8,932.61		
	TEXAS.									
350001	Houston, Houston Heights	Houston City Street Rwy. Co.	5.93	8,041.08	.....	Closed pouch	.....	253.50	Electricity	
	NEBRASKA.									
357001	Lincoln, Bethany	Lincoln Street Rwy. Co.	5.19	9,746.82	.....	Closed pouch	.....	212.87	Electricity	
357002	Lincoln, University Place	....do	4.88	9,164.64	.....	....do	.....	208.62	....do	
357003	Lincoln, Collegeview	....do	5.61	7,023.72	.....	....do	.....	239.82	....do	
357004	Lincoln, Normal	....do	4.69	5,871.88	.....	....do	.....	200.49	....do	
357005	Omaha, South Omaha	Omaha Street Rwy. Co.	4.18	28,344.58	.....	....do	.....	688.12	....do	
357006	Union Depot, Omaha	....do	1.05	10,953.60	.....	....do	.....	143.64	....do	
			25.60	71,105.24				1,702.56		

F[1].—*Electric and cable car mail service in operation June 30, 1897*—Continued.

Route No.	State and termini.	Corporate title of company carrying the mail.	Length.	Annual car miles.	Size of car.	Class of service.	Cost per mile traveled.	Annual rate of expenditure.	Motive power.	Remarks.
	MONTANA.		*Miles.*		*Ft. In.*		*Cents.*	*Dollars.*		
363001	Bozeman, Northern Pacific R. R. Station.	Gallatin Light, Power, and Rwy. Co.	1.12	1,635.20	.....	Closed pouch ...	.....	419.00	Electricity..	
	COLORADO.									
365001	Denver, University Park.....	Denver Consolidated Tramway Co.	7.31	14,488.42	.....	Closed pouch ...	.....	312.50	Electricity..	
365002	Denver, Barnum.....	Denver, Lakewood and Golden R. R. Co.	5.19	6,949.09	.....	.....do	.....	221.87	.....do	
365003	Denver, Harman.....	Denver Consolidated Tramway Co.	4.16	5,208.32	.....	.....do	.....	177.84	.....do	
365004	Denver, Montclair.....	.....do	5.37	6,723.24	.....	.....do	.....	229.56	.....do	
365005	Denver, Elyria.....	.....do	4.94	6,697.64	.....	.....do	.....	211.18	.....do	
365006	Denver, Edgewater	.....do	3.62	7,174.84	.....	.....do	.....	154.75	.....do	
365007	Denver, Alcott	.....do	3.70	4,632.40	.....	.....do	.....	158.17	.....do	
365008	Denver, Station A.....	.....do	2.60	7,014.80	.....	.....do	.....	111.15	.....do	
			36.89	58,888.75				1,577.02		
	UTAH.									
369001	Salt Lake City, Murray.....	Salt Lake Rapid Transit Co	7.14	9,681.84	.....	Closed pouch ...	.....	300.00	Electricity..	
	WASHINGTON.									
371001	Tacoma, Steilacoom City.....	Tacoma Rwy. Co.....	14	15,362.04	.....	Closed pouch ...	.....	440.00	Electricity..	
371002	Olympia, Tumwater	Olmypia Light and Power Co...	2.51	1,802.88	.....	.....do	.....	107.30	.....do	
371003	Tacoma, Midland	Tacoma Traction Co.....	9.38	5,871.88	.....	.....do	.....	400.99	.....do	
371004	New Whatcom, Fairhaven.....	Fairhaven and New Whatcom Rwy. Co.	2.55	3,192.60	.....	.....do	.....	109.01	.....do	
371005	Ballard, Seattle (n. o.).....	West Street and North End Electric Rwy. Co.	6	11,892	.....	.....do	.....	240.00	.....do	
371006	Tacoma (Substation No. 1), Hosmer Junction.	Tacoma Traction Co.....	1.70	2,128.40	.....	.....do	.....	72.67	.....do	
			36.14	40,249.80				1,369.97		
	OREGON.									
373001	Portland, Vancouver (Wash.)...	Portland Consolidated Street Rwy. Co.	8.10	17,897.46	.....	Closed pouch ...	.....	536.33	Electricity..	

876001	Vacant.										
876002	Oakland, Southern Pacific depot at Haywards.	Oakland, San Leandro and Haywards Electric Rwy., Consolidated.	16.83	33,357.06	.....	Closed pouch	.....	1,021.74	Electricity.
876003	San Francisco (Station D), terminus Stanyan street.	Market Street Rwy. Co.	3.77	24,014.90	18 5	Separate car	12.90	3,097.92	Cable.
876004	San Francisco (Station D), Sixth avenue and Fulton street.	do	4.91	21,060.18	15 10	do	11.87	2,498.68	do.
876005	San Francisco (Station D), Twenty-second street switch.	do	3.35	19,289.30	15 10	do	11.89	2,289.63	Electricity.
876006	San Francisco (Station B), Station G.	do	1.66	7,526.44	.....	Closed pouch	.....	250.00	do.
			30.52	105,287.88				9,157.97	

F[2].—*Electric and cable car mail service in operation July 1, 1897.*

Route No.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Length of trip.	Single trips per day. Week days (306).	Sundays (52).	Holidays (7).	Annual car miles.	Size of car.	Class of service.	Cost per mile traveled.	Annual rate of expenditure.	Motive power.
	MAINE.		*Miles.*	*Miles.*					*Ft. In.*		*Cents.*	*Dollars.*	
301001	Springvale, Sanford	Mousam River R. R.	2.51										
	Springvale, Port. and Rock. R. R.			.68	4	....	4						
	Port. and Rock. R. R., Springvale			.68	4	....	4	6,184.88	.....	Closed pouch	.....	250.00	Electricity.
	Port. and Rock. R. R., Sanford			1.83	4	....	4						
	Sanford, Port. and Rock. R. R			1.83	4	....	4						
301002	Vacant.												
301003	Skowhegan, Norridgewock	Skowhegan and Norridgewock Rwy. and Power Co.	6.18										
	Skowhegan, So. Norridgewock			5.49	2	....	2						
	So. Norridgewock, Skowhegan			5.49	1	....	1						
	So. Norridgewock, Somerset R. R.			.15	1	....	1						
	Somerset R. R., So. Norridgewock			.15	1	....	1	5,587.05	.....	.....do	.....	250.00	Do.
	Somerset R. R., Norridgewock			.54	1	....	1						
	Norridgewock, Somerset R. R.			.54	1	....	1						
301004	Portland, Cashs Corners	Portland and Cape Elizabeth Rwy. Co.	4.63										
	Portland, Knightsville			1.63	3	....	3						
	Knightsville, Portland			1.63	3	....	3						
	Knightsville, Pleasantdale			1.64	3	....	3	8,695.14	.....	.....do	.....	260.85	Do.
	Pleasantdale, Knightsville			1.64	3	....	3						
	Pleasantdale, Cashs Corners			1.36	3	....	3						
	Cashs Corners, Pleasantdale			1.36	3	....	3						
301005	Portland, Willard	Portland and Cape Elizabeth Rwy. Co.	4.32										
	Portland, Knightsville			1.63	3	....	3						
	Knightsville, Portland			1.63	3	....	3						
	Knightsville, South Portland			1.30	3	....	3	8,112.96	.....	.....do	.....	250.00	Do.
	South Portland, Knightsville			1.30	3	....	3						
	South Portland, Willard			1.39	3	....	3						
	Willard, South Portland			1.39	3	....	3						
301006	Camden, M. C. R. R. at Rockland	Rockland, Thomaston and Camden Street Rwy. Co.	8.46										
	Camden, Rockport			1.70	4	*1	4						
	Rockport, Camden			1.70	4	*1	4						
	Rockport, Glencove			4.00	4	*1	4						
	Glencove, Rockport			4.00	4	*1	4	21,402.80	5 0	Apartment ...	8.75	802.64	Do.
	Glencove, Rockland			2.42	4	*1	4						

			26.10					49,983.83				1,813.49	
	MASSACHUSETTS.												
304001	Boston, Station C (Brighton)	West End Street Rwy. Co...	8.25										
	Boston, Station B (Back Bay)			1.52	6	3	3						
	Station B (Back Bay), Boston			1.52	6	3	3						
	Station B (Back Bay), Station D (Brookline).			2.60	6	2	3						
	Station D (Brookline), Station B (Back Bay).			2.60	6	2	3	32,514.58	15	7	Independent	11.68	3,797.70	Do.
	Station D (Brookline), Station C (Brighton).			4.13	6	2	3						
	Station C (Brighton), Station D (Brookline).			4.13	6	2	3						
304002	Boston, Station T (Roxbury)	West End Street Rwy. Co...	2.79										
	Boston, Station B (Back Bay)			1.52	3	1	2						
	Station B (Back Bay), Boston			1.52	4	2	4						
	Station B (Back Bay), Station A (South End).			1.94	3	1	2						
	Station A (South End), Station B (Back Bay).			1.94	4	2	4						
	Station A (South End), Station T (Roxbury).			1.08	9	4	4	19,925.46	15	7	....do	11.68	2,327.29	Do.
	Station T (Roxbury), Station A (South End).			1.08	8	4	4						
	Boston, Station A (South End)			1.71	6	3	2						
	Station A (South End), Boston			1.71	4	2	....						
304003	Boston, Station P (No. Cambridge)	West End Street Rwy. Co...	6.39										
	Boston, Station B (Back Bay)			1.52	3	....	1						
	Station B (Back Bay), Boston			1.52	2	....	....						
	Station B (Back Bay), Station F (Cambridgeport).			2.50	3	....	1						
	Station F (Cambridgeport), Station B (Back Bay).			2.50	2	....	....						
	Station F (Cambridgeport), Cambridge Station.			1.04	7	3	3						
	Cambridge Station, Station F (Cambridgeport).			1.04	7	3	3	29,525.08	15	7	....do	11.68	3,448.52	Do.
	Cambridge Station, Station P (No. Cambridge).			1.34	7	2	2						
	Station P (No. Cambridge), Cambridge Station.			1.34	7	2	2						
	Boston, Station F (Cambridgeport).			4.02	4	3	2						
	Station F (Cambridgeport), Boston.			4.02	5	3	3						

* Sunday service June 15 to September 15, each year.

F[2].—*Electric and cable car mail service in operation July 1, 1897*—Continued.

Route No.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Length of trip.	Single trips per day.			Annual car miles.	Size of car.	Class of service.	Cost per mile traveled.	Annual rate of expenditure.	Motive power.
					Week days (306).	Sundays (52).	Holidays (7).						
	MASSACHUSETTS—continued.												
			Miles.	*Miles.*					*Ft. In.*		*Cents.*	*Dollars.*	
304004	Boston, Station U (Somerville)	West End Street Rwy. Co.	3.24										
	General post-office, Station F (Cambridgeport).			4.02	*1	....	*1	22,856.21	15 7	Independent.	11.68	2,669.60	Electricity.
	Station F (Cambridgeport), Station U (Somerville).			1.45	1	....	1						
	General post-office, Station M (E. Cambridge).			1.87	4	2	1						
	Station M (E. Cambridge), general post-office.			1.87	1	....	....						
	Station M (E. Cambridge), Station U (Somerville).			1.87	5	2	1						
	Station U (Somerville), Station M (E. Cambridge).			1.37	3	....	1						
	Station U (Somerville), Station G (Charlestown).			2.66	5	3	2						
	Station G (Charlestown), Station U (Somerville).			2.66	3	1	1						
	Station G (Charlestown), general post-office.			1.09	6	3	3						
	General post-office, Station G, (Charlestown).			1.09	3	1	1						
	Station M (E. Cambridge), Station G (Charlestown).			4.03	1	....	1						
	Station U (Somerville), Cambridge Station.			1.95	1	1	1						
	Cambridge Station, Station F (Cambridgeport).			1.04	1	1	1						
	Station F (Cambridgeport), Station B (Back Bay).			2.50	1	1	1						
	Station B (Back Bay) via Boston and Albany R. R. Depot, general post-office.			2.06	1	1	1						
	General post-office, Station U (Somerville).			3.24	....	1	1						

	Boston, Station V (South Boston)	West End Street Rwy. Co.	6.42	1.82	2	2	2						
	Station V (South Boston), Boston			1.82	2	2	2						
	Station V (South Boston), Station K (Dorchester).			2.67	7	3	3	23,077.78	15	7	do	11.68	2,695.48	Do.
	Station K (Dorchester), Station V (South Boston).			2.67	7	3	3						
804006	Boston, Station K (Dorchester) and Station B (Back Bay).	West End Street Rwy. Co.	5.70										
	General post-office, Station G (Charlestown).			1.09	1	....	1						
	Station G (Charlestown) via Union Station, Station B (Back Bay).			3.32	1	....	1						
	Station B (Back Bay), Station A (South End).			1.94	6	....	1						
	Station A (South End), Station B (Back Bay).			1.94	5	....	....						
	Station A (South End), Station T (Roxbury).			1.08	6	....	1						
	Station T (Roxbury), Station A (South End).			1.08	5	....	....						
	Station T (Roxbury), Station K (Dorchester).			2.68	5	....	1	21,270.45	15	7	do	11.68	2,484.48	Do.
	Station K (Dorchester), Station T (Roxbury).			2.68	4	....	....						
	Station K (Dorchester), Station V (South Boston).			2.67	1	....	....						
	Station V (South Boston), general post-office.			1.82	1	....	....						
	General post-office, Station B (Back Bay.)			1.52	1	....	....						
	Station B (Back Bay), general post-office.			1.52	1	....	....						
804007	Boston, Boston (night circuit)	West End Street Rwy. Co.											
	General post-office, Station V (South Boston).			1.82	2	2	2						
	Station V (South Boston), Station K (Dorchester).			2.67	1	1	1						
	Station K (Dorchester), Station T (Roxbury).			2.68	2	2	2						
	Station T (Roxbury), Station A (South End).			1.08	2	2	2						
	Station A (South End), Station T (Roxbury).			1.08	1	1	1						
	Station T (Roxbury), Station B (Back Bay).			3.02	1	1	1						
	Station A (South End), Station B (Back Bay).			1.94	2	2	2						
	Station B (Back Bay), Station D (Brookline).			2.60	1	1	1						

*Via Union Station.

F³.—*Electric and cable car mail service in operation July 1, 1897*—Continued.

Route No.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Length of trip	Single trips per day. Weekdays (306).	Sundays (52).	Holidays (7).	Annual car miles.	Size of car.	Class of service.	Cost per mile traveled.	Annual rate of expenditure.	Motive power.
	MASSACHUSETTS—continued.												
			Miles.	*Miles.*					*Ft. In.*		*Cents.*	*Dollars.*	
304007–Cont'd.	Boston, Boston (night circuit)	West End Street Rwy. Co											
	Station D (Brookline), Station B (Back Bay).			2.60	1	1	1						
	Station D (Brookline), Station K (Dorchester).			4.75	1	1	1	17,348.45	15 7	Independent	11.68	2,026.29	Electricity.
	Station B (Back Bay), Station F (Cambridgeport).			2.50	1	1	1						
	Station F (Cambridgeport), Station U (Somerville).			1.45	1	1	1						
	Station U (Somerville) Cambridge Station.			1.95	1	1	1						
	Cambridge Station, Station F (Cambridgeport).			1.04	1	1	1						
	Station F (Cambridgeport), Station D (Brookline).			3.29	1	1	1						
	Station V (South Boston), Station A (South End).			1.96	1	1	1						
	Station B (Back Bay), general post-office.			1.52	1	1	1						
	Station B (Back Bay), via Providence and Boston and Albany depots, general post-office.			2.06	1	1	1						
304008	Northampton, Williamsburg	Northampton Street Rwy. Co.	8.63										
	Northampton, Florence			2.64	4	....	4						
	Florence, Northampton			2.64	4	....	4						
	Florence, Leeds			2.10	4	....	4						
	Leeds, Florence			2.10	4	....	4	21,609.52	9 0	Apartment	6.75	1,458.64	Do.
	Leeds, Haydenville			1.57	4	....	4						
	Haydenville, Leeds			1.57	4	....	4						

	[illegible] Worcester, Station B, C, and D	Worcester Street Rwy. Co.		1.93	5	1	2	29,512.66		Closed pouch		705.37	Do.
	Worcester, Station B			1.93	5	1	2						
	Worcester, Station B, Station C			2.32	5	1	2						
	Worcester, Worcester			3.10	5	1	2						
	Station C, Worcester, Station D			3.10	5	1	2						
	Station D, Worcester												
304012	Vacant.												
304013	Vacant.												
304014	New Bedford, Fall River	Dartmouth and Westport Street Rwy. Co.*	13.93										
	New Bedford, Dartmouth			3.48	5	....	5	43,600.90		do		800.00	Do.
	North Dartmouth, New Bedford			3.48	5	....	5						
	North Dartmouth, North Westport.			7.81	5	....	5						
	North Westport, North Dartmouth.			7.81	5	....	5						
	North Westport, Fall River			2.64	5	....	5						
	Fall River, North Westport			2.64	5	....	5						
304015	Greenfield, Turners Falls	Greenfield and Turners Falls Rwy.	4.49										
	Greenfield, Union Depot			.13	2	....	....	14,105.72		do		423.17	Do.
	Union Depot, Greenfield			.13	2	....	....						
	Union Depot, Montague City			2.54	5	1	3						
	Montague City, Union Depot			2.54	5	1	2						
	Montague City, Turners Falls			1.82	5	1	3						
	Turners Falls, Montague City			1.82	5	1	2						
			70.05					281,340.96				23,196.36	
	RHODE ISLAND.												
305001	Westerly, Watch Hill	Pawcatuck Valley Street Rwy. Co.	6										
	Westerly, Avondale			4	†1	....	1	5,324.40		Closed pouch		250.00	Electricity.
	Avondale, Westerly			4	†1	....	1						
	Avondale, Watch Hill			1.80	†1	....	1						
	Watch Hill, Avondale			1.80	†1	....	1						
	Westerly, Avondale			4	‡2	....	2						
	Avondale, Westerly			4	‡2	....	2						
	Avondale, Watch Hill			1.80	‡2	....	2						
	Watch Hill, Avondale			1.80	‡2	....	2						
	Westerly, Avondale			4	§4	§1	4						
	Avondale, Westerly			4	§4	§1	4						
	Avondale, Watch Hill			1.80	§4	§1	4						
	Watch Hill, Avondale			1.80	§4	§1	4						
	Westerly, Avondale			4	‖2	....	2						

* Agreement. † April 21 to April 30; 9 days. ‡ May 1 to June 24; 47 days. § June 25 to September 15; 71 week days, 12 Sundays. ‖ September 16 to October 20; 30 days.

F².—*Electric and cable car mail service in operation July 1, 1897.*—Continued.

Route No.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Length of trip.	Single trips per day. Week days (306).	Sundays (52).	Holidays (7).	Annual car miles.	Size of car.	Class of service.	Cost per mile traveled.	Annual rate of expenditure.	Motive power.
	RHODE ISLAND—continued.		*Miles.*	*Miles.*					*Ft. In.*		*Cents.*	*Dollars.*	
305001-Cont'd.	Westerly, Watch Hill	Pawcatuck Valley Street Rwy. Co.											
	Avondale, Westerly			4	2	....	2						
	Avondale, Watch Hill			1.80	2	....	2						
	Watch Hill, Avondale			1.80	2	....	2						
	CONNECTICUT.												
306001	Hartford, South Glastonbury	Hartford Street Rwy. Co	9.74										
	Hartford, East Hartford Meadows			.89	3	....	3						
	East Hartford Meadows, Hartford			.89	3	....	3						
	East Hartford Meadows, Silver Lane.			1.56	3	....	3						
	Silver Lane, East Hartford Meadows.			1.56	3	....	3						
	Silver Lane, Hockanum			1.72	3	....	3						
	Hockanum, Silver Lane			1.72	3	....	3	18,291.72	.....	....do	.....	548.75	Electricity.
	Hockanum, Naubuc			1.58	3	....	3						
	Naubuc, Hockanum			1.58	3	....	3						
	Naubuc, Glastonbury			.61	3	....	3						
	Glastonbury, Naubuc			.61	3	....	3						
	Glastonbury, South Glastonbury			3.38	3	....	3						
	South Glastonbury, Glastonbury			3.38	3	....	3						
306002	Hartford, Unionville	Hartford Suburban Rwy. Co.	13.97										
	Hartford, West Hartford			3.89	3	....	3						
	West Hartford, Hartford			3.89	3	....	3						
	West Hartford, Farmington			6.09	2	....	2						
	Farmington, West Hartford			6.09	2	....	2	19,925.58	.....	....do	.....	597.76	Do.
	Farmington, Unionville			3.99	2	....	2						
	Unionville, Farmington			3.99	2	....	2						
306003	Norwich, Yantic	Norwich Street Rwy. Co.	4.98										
	Norwich, Yantic			4.98	2	....	2	6,234.96	.....	....do	.....	250.00	Do.
	Yantic, Norwich			4.98	2	....	2						
306004	Norwich, Taftville	Norwich Street Rwy. Co.	4.14										
	Norwich, Greenville			1.37	5	....	5						
	Greenville, Norwich			1.37	5	....	5	12,958.20	.....	....do	.....	388.74	Do.
	Greenville, Taftville			2.77	5	....	5						
				2.77	5	....	5						

	Burnside, Manchester Center (n. o.)			4.87	5	....	5						
	Manchester Center (n. o.), Burnside.			4.87	4	....	4						
	Manchester Center (n. o.), Manchester.			1.30	5	....	5	30,836.76	.....	.....do	.....	925.10	Do.
	Manchester, Manchester Center (n. o.)			1.30	4	....	4						
	Manchester Center (n. o.), South Manchester.			.80	4	....	4						
	South Manchester, Manchester Center (n. o.)			.80	4	....	4						
306006	Windsor, Rainboro	Hartford Street Rwy. Co.	5.13										
	Windsor, Poquonock			4.08	4	....	1						
	Poquonock, Windsor			4.08	4	....	1						
	Poquonock, Rainbow			1.05	4	....	1	12,630.06	.....	.....do	.....	378.00	Do.
	Rainbow, Poquonock			1.05	4	....	1						
306007	East Haven, Whitneyville	New Haven Street Rwy. Co.†	8.51										
	East Haven, New Haven			5.75	3	....	2						
	New Haven, East Haven			5.75	3	....	2						
	New Haven, Whitneyville			2.76	2	....	2	14,173.52	.....	.....do	.....	200.00	Do.
	Whitneyville, New Haven			2.76	2	....	2						
			57.29					115,050.80				3,289.25	
	NEW YORK.												
307001	Williamsville, City Line (n. o.)	Buffalo and Williamsville Electric Rwy. Co.	4.01										
	Williamsville, Snyder			2.11	2	....	2						
	Snyder, Williamsville			2.11	2	....	2						
	Snyder, Eggertsville			1	2	....	2						
	Eggertsville, Snyder			1	2	....	2	5,020.52	.....	Closed pouch	.....	250.00	Electricity.
	Eggertsville, City Line (n. o.)			.90	2	....	2						
	City Line (n. o.), Eggertsville			.90	2	....	2						
307002	Brooklyn, Station M (Coney Island)	Nassau Electric R. R. Co.	10.30										
	Brooklyn, Flatbush Avenue Depot			1.33	‡15	5	‡8						
	Flatbush Avenue Depot, Brooklyn			1.33	‡15	6	‡9						
	Flatbush Avenue Depot, Station V			1.41	‡15	5	‡8						
	Station V, Flatbush Avenue Depot			1.41	‡15	6	‡9						
	Station V, Station K			3.08	‡5	1	‡2						
	Station K, Station V			3.08	‡5	1	‡2	51,097.08	.....	.....do	.....	1,532.91	Do.
	Station K, Station H			1.97	‡5	1	‡2						
	Station H, Station K			1.97	‡5	1	‡2						
	Station H, Station M			2.51	‡5	1	‡2						
	Station M, Station H			2.51	‡5	1	‡2						

* September 16 to October 20; 30 days.

† Agreement.

‡ Week days, 305; holidays, 8.

F².—*Electric and cable car mail service in operation July 1, 1897*—Continued.

Route No.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Length of trip.	Single trips per day. Weekdays (306).	Sundays (52).	Holidays (7).	Annual car miles.	Size of car.	Class of service.	Cost per mile traveled.	Annual rate of expenditure.	Motive power.
	NEW YORK—continued.		*Miles.*	*Miles.*					*Ft. In.*		*Cents.*	*Dollars.*	
307003	Brooklyn, Flatbush	Brooklyn Heights R. R. Co.	3.47										
	Brooklyn, Flatbush			3.47	*11	2	*3	23,113.67		Closed pouch		696.41	Electricity.
	Flatbush, Brooklyn			3.47	*10	2	*3						
307004	Jamestown, D. A. V. and Pitts. R. R.	Jamestown Street Rwy. Co.	3.30										
	Jamestown, Falconer			3	3	....	3						
	Falconer, Jamestown			3	3	....	3	6,009.60		do		250.00	Do.
	Falconer, R. R. Depot			.30	2	....	2						
	R. R. Depot, Falconer			.30	2	....	2						
307005	Brooklyn, Station N	Brooklyn Heights R. R. Co.	6.13										
	Brooklyn, Station V			2.25	*12	2	*7						
	Station V, Brooklyn			2.25	*12	3	*5						
	Station V, Station C			1.88	*12	2	*7						
	Station C, Station V			1.88	*12	3	*5	40,347.28		do		1,210.41	Do.
	Station C, Station N			2.70	*5	1	*3						
	Station N, Station C			2.70	*5	1	*3						
307006	Cortland, McGrawville	Cortland and Homer Traction Co.	5.46										
	Cortland, D., L. and W. R. R.			.77	3	....	3						
	D., L. and W. R. R., Cortland			.77	3	....	3						
	D., L. and W. R. R, McGrawville			4.69	3	....	3	10,253.88		do		307.61	Do.
	McGrawville, D., L. and W. R. R.			4.69	3	....	3						
307007	Newburg, Walden	Newburg Electric Rwy. Co.†	11.83										
	Newburg, Orange Lake			6.08	4	....	4						
	Orange Lake, Newburg			6.08	5	....	5						
	Orange Lake, St. Andrew			4	3	....	3	29,725.61		do		600.00	Do.
	St. Andrew, Orange Lake			4	4	....	4						
	St. Andrew, Walden			1.75	3	....	3						
	Walden, St. Andrew			1.75	4	....	4						
307008	Utica, New York Mills, Whitesboro, New Hartford.	Utica Belt Line Street Rwy. Co.	9.16										
	Utica, Yorkville			3.24	3	....	3						
	Yorkville, Utica			3.24	3	....	3						

	Whitesboro, Yorkville Junction (n. o.).			1.02	1		1							
	Utica, New Hartford			4.03	3	....	3							
	New Hartford, Utica			4.03	3	....	3							
307009	Vacant.													
307010	Vacant.													
307011	Port Dickinson, Union	Binghamton R. R. Co.	11.76											
	Port Dickinson, Binghamton			3.11	3	....	3							
	Binghamton, Port Dickinson			3.11	3	....	3							
	Binghamton, Lestershire			2.44	3	....	3							
	Lestershire, Binghamton			2.44	3	....	3							
	Lestershire, Hooper			3.47	3	....	3	22,085.28	.....	....do	.....	602.55	Do.	
	Hooper, Lestershire			3.47	3	....	3							
	Hooper, Union			2.74	3	....	3							
	Union, Hooper			2.74	3	....	3							
307012	Niagara Falls, Station A	Niagara Falls and Suspension Bridge Rwy. Co.	1.92											
	Niagara Falls, Station A			1.92	9	3	9							
	Station A, Niagara Falls			1.92	8	2	8	10,715.52	.....	....do	.....	321.46	Do.	
307013	New York, general post-office, One hundred and ninety-fourth street.	Third Avenue R. R. Co.	12.34											
	General post-office, Station D			1.66	‡34	6	‡8							
	Station D, general post-office			1.66	‡34	4	‡9							
	Station D, Madison Square Station.			.76	‡34	6	‡8							
	Madison Square Station, Station D.			.76	‡34	4	‡9							
	Madison Square Station, Station F.			.26	‡34	6	‡8							
	Station F, Madison Square Station.			.26	‡34	4	‡9							
	Station F, Station H			.80	‡34	6	‡8							
	Station H, Station F			.80	‡34	4	‡9							
	Station H, Station Y			1.19	‡34	6	‡8	263,397.80	19	6	Trailer	7.28	19,175.32	Cable.
	Station Y, Station H			1.19	‡34	4	‡9							
	Station Y, Station K			.91	‡34	6	‡8							
	Station K, Station Y			.91	‡34	4	‡9							
	Station K, Station L			2.08	‡34	6	‡8							
	Station L, Station K			2.08	‡34	4	‡9							
	Station L, Station J			.74	‡34	6	‡8							
	Station J, Station L			.74	‡34	4	‡9							
	Station J, Station M			2.03	‡34	6	‡8							
	Station M, Station J			2.03	‡34	4	‡9							
	Station M, One hundred and ninety-fourth street.			1.91	‡34	6	‡8							
	One hundred and ninety-fourth street, Station M.			1.91	‡34	4	‡9							

* Week days, 305; holidays, 8.

† Agreement.

‡ Week days, 304; holidays, 9.

F².—*Electric and cable car mail service in operation July 1, 1897*—Continued.

Route No.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Length of trip.	Single trips per day.			Annual car miles.	Size of car.	Class of service.	Cost per mile traveled.	Annual rate of expenditure.	Motive power.
					Weekdays (306).	Sundays (52).	Holidays (7).						
	NEW YORK—continued.		*Miles.*	*Miles.*					*Ft. In.*		*Cents.*	*Dollars.*	
307014	Brooklyn general post-office, Station E, and Brooklyn general post-office, Manhattan avenue and Box street.	Brooklyn Heights R. R. Co.	10.33										
	Manhattan avenue and Box street, Station G.				*10	....	*5						
	Station G, Box street				*10	....	*4						
	Station G, Station W				*10	....	*5						
	Station W, Station G				*10	....	*4						
	Station W, general post-office				*28	2	*14						
	General post-office, Station W				*27	5	*12	119,111.76	11 1½	Apartment	8.36	9,957.74	Electricity.
	General post-office, Station B				*18	2	*9						
	Station B, general post-office				*17	5	*8						
	Station B, Station D				*18	2	*9						
	Station D, Station B				*17	5	*8						
	Station D, Station E				*18	2	*9						
	Station E, Station D				*17	5	*8						
307015	Brooklyn (Bedford street and Broadway) Station E.	Brooklyn, Queens County and Suburban R. R. Co.	4.23										
	Station W, Station A				*17	5	*8						
	Station A, Station W				*18	2	*9						
	Station A, Station S				*17	5	*8						
	Station S, Station A				*18	2	*9	47,194.11	11 1½	.....do	8.36	3,945.42	Do.
	Station S, Station E				*17	5	*8						
	Station E, Station S				*18	2	*9						
307016	Fredonia, Dunkirk Station	Dunkirk and Fredonia R. R. Co.	3.50										
	Fredonia, Nickle Plate Station			2.41	†10	1	†6						
	Nickle Plate Station, Fredonia			2.41	†10	2	†6						
	Nickle Plate Station, Dunkirk Station			1.09	†9	1	†6	21,213.65	.....	Closed pouch	.....	636.40	Do.
	Dunkirk Station, Nickle Plate Station.			1.09	†8	2	†6						
307017	Olean, Erie R. R.	Olean Street Rwy. Co.	1.25										

	...vania and New York and Pennsylvania, Erie R. R.			.98	7	5	7	7,406.50		do		250.00	Do.
	Erie R. R., Western New York and Pennsylvania.			.98	8	5	8						
807018	Fishkill, New York Central and Hudson River R. R.	Citizens Street Rwy. Co	5.70										
	Fishkill, Glenham			2.38	5	....	3						
	Glenham, Fishkill			2.38	5	....	3						
	Glenham, Mattewan			1.83	5	....	3						
	Mattewan, Glenham			1.83	5	....	3	17,681.40		do		530.44	Do.
	Mattewan, Fishkill on the Hudson			.95	5	....	3						
	Fishkill on the Hudson, Mattewan			.95	5	....	3						
	Fishkill on the Hudson, Depot			.54	5	....	3						
	Depot, Fishkill on the Hudson			.54	5	....	3						
807019	Rochester, letter boxes and substations	Rochester Rwy. Co	15.61										
	General post-office, boxes 1, 2, 3, 4, Lake avenue and Ridge road.			3.11	‡5	2	‡3						
	Lake avenue and Ridge road, boxes 4, 3, 2, 1, general post-office.			3.11	‡5	2	‡3						
	General post-office, boxes 1, 2, 3, Substation No. 1, box 4, West avenue and Carlton place.			1.93	‡5	2	‡3						
	West avenue and Carlton place, box 4, Substation No. 1; boxes 3, 2, 1, general post-office.			1.93	‡5	2	‡3						
	General post-office, boxes 1, 2, 3, 4, Stewart street and Mount Hope avenue.			2.62	‡5	2	‡3						
	Stewart street and Mount Hope avenue, boxes 4, 3, 2, 1, general post-office.			2.62	‡5	2	‡3						
	General post-office, boxes 1, 2, 3, 4, Park ave. and Brunswick street.			2.72	‡5	2	‡3	51,544.22	9	4 Apartment ...	7.00	3,608.00	Do.
	Park avenue and Brunswick st., boxes 4, 3, 2, 1, general post-office.			2.72	‡5	2	‡3						
	General post-office, boxes 1, 2, 3, 4, St. Paul street and Ridge road.			3.17	‡5	2	‡3						
	St. Paul street and Ridge road, boxes 4, 3, 2, 1, general post-office.			3.17	‡5	2	‡3						
	General post-office, boxes 1, 2, 3, 4, Substation No. 2; boxes 3, 4, North ave. and Clifford street.			2.06	‡5	2	‡3						
	North avenue and Clifford street, boxes 4, 3, Substation No. 2; boxes 2, 1, general post-office.			2.06	‡5	2	‡3						
	Rochester, Substation No. 1			1.15	§2	....	....	1,252.48		Closed ponch.		37.57	Do.
	Rochester, Substation No. 2			.91	§2	....	....						

* Week days, 304; holidays, 9.
† Week days, 305; holidays, 7.
‡ Week days, 304; holidays, 9.
§ Week days, 304.
‖ On July 4, 2 trips out and 4 in over each section of the route.

F[2].—*Electric and cable car mail service in operation July 1, 1897*—Continued.

Route No	State and termini.	Corporate title of company carrying the mail.	Length of route.	Length of trip.	Single trips per day. Week days (306).	Sundays (52).	Holidays (7).	Annual car miles.	Size of car.	Class of service.	Cost per mile traveled.	Annual rate of expenditure.	Motive power.
	NEW YORK—continued.		*Miles.*	*Miles.*					*Ft. In.*		*Cents.*	*Dollars.*	
307020	Elmira, Substation No. 1	West Side R. R. Co	4.97										
	Elmira, Substation No. 1			4.97	*6	1	*2	18,945.64		Closed pouch		(†)	Electricity.
	Substation No. 1, Elmira			4.97	*6	1	*2						
307021	Youngstown, N. Y. C. and H. R. R.	Lewiston and Youngstown Frontier Rwy. Co.	6.26										
	Youngstown, Lewiston			5.71	4	....	4						
	Lewiston, Youngstown			5.71	4	....	4						
	Lewiston, railroad depot			.55	4	....	4	15,675.04		do		470.25	Do.
	Railroad depot, Lewiston			.55	4	....	4						
307022	Brooklyn, Flushing	Brooklyn Heights R. R. Co.	11.24										
	Brooklyn, Metropolitan			4.69	4	....	4						
	Metropolitan, Brooklyn			4.69	4	....	4						
	Metropolitan, Maspeth			1.09	4	....	4						
	Maspeth, Metropolitan			1.09	4	....	4						
	Maspeth, Elmhurst			1.75	4	....	4						
	Elmhurst, Maspeth			1.75	4	....	4	28,420.40		do		850.00	Do.
	Elmhurst, Corona			.88	4	....	4						
	Corona, Elmhurst			.88	4	....	4						
	Corona, Flushing			2.94	4	....	4						
	Flushing, Corona			2.94	4	....	4						
307023	Fort Edward, South Glens Falls	Glens Falls, Sandy Hill and Fort Edward R. R. Co.	4.85										
	Fort Edward, Sandy Hill				....	1	....						
	Sandy Hill, Glens Falls				....	1	....	247.20		do		(†)	
	Glens Falls, South Glens Falls				....	1	....						
			147.62					806,323.64				45,767.34	
	NEW JERSEY.												
309001	Paterson, Singac	The New Jersey Electric	5.77										

309002	Bridgeton, Millville	Bridgeton and Millville Traction Co.‡	10.65										
	Bridgeton, Gouldtown			3.10	3	....	3	20,000.70		do		400.00	Do.
	Gouldtown, Bridgeton			3.10	3	....	3						
	Gouldtown, Carmel			2.73	3	....	3						
	Carmel, Gouldtown			2.73	3	....	3						
	Carmel, Millville			4.82	3	....	3						
	Millville, Carmel			4.82	3	....	3						
309003	Atlantic City, Longport	West Jersey and Seashore R. R. Co.	7										
	Atlantic City, Ventnor			3.48	2	§1	2	8,946		do		268.38	Do.
	Ventnor, Atlantic City			3.48	2	§1	2						
	Ventnor, South Atlantic City			2.14	2	§1	2						
	South Atlantic City, Ventnor			2.14	2	§1	2						
	South Atlantic City, Longport			1.38	2	§1	2						
	Longport, South Atlantic City			1.38	2	§1	2						
309004	Newark, branch post-offices	Consolidated Traction Co. of New Jersey.	7.18										
	General post-office, Station A			1.70	‖9	3	‖5	38,131.35		do		1,143.94	Do.
	Station A, general post-office			1.70	‖8	1	‖4						
	Broad and Market streets, Station B.			1.25	‖9	3	‖5						
	Station B, Bro and Market streets.			1.25	‖8	1	‖4						
	Broad and Market streets, Station C.			1.04	‖9	3	‖5						
	Station C, Broad and Market streets.			1.04	8	1	‖4						
	Broad and Market streets, Station D.			1.32	‖8	3	‖4						
	Station D, Broad and Market streets.			1.32	‖8	1	‖4						
	Broad and Market streets, Station E.			1.86	‖8	3	‖4						
	Station E, Broad and Market streets.			1.86	‖8	1	‖4						
			30.60					77,914.11				2,137.40	
	PENNSYLVANIA.												
310001	Wilmerding, McKeesport	McKeesport Agency Co†....	8.15										
	Pennsylvania Rwy. depot, Wilmerding.			.22	7	4	7	34,436.25		Closed pouch.		483.04	Electricity.
	Wilmerding, Pennsylvania Rwy. depot.			.22	4	1	4						
	Wilmerding, East McKeesport			2.26	8	4	8						
	East McKeesport, Wilmerding			2.26	4	1	4						
	East McKeesport, McKeesport			5.67	8	4	8						
	McKeesport, East McKeesport			5.67	5	1	5						

* Week days, 307; holidays, 6. † Gratuitous. ‡ Agreement. § Sunday service for period from July 1 to September 30, each year. ‖ Week days, 304; holidays, 9.

F[2].—*Electric and cable car mail service in operation July 1, 1897*—Continued.

Route No.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Length of trip.	Single trips per day. Week days (306).	Sundays (52).	Holidays (7).	Annual car miles.	Size of car.	Class of service.	Cost per mile traveled.	Annual rate of expenditure.	Motive power.
	PENNSYLVANIA—continued.		*Miles.*	*Miles.*					*Ft. In.*		*Cents.*	*Dollars.*	
810002	Beaverfalls, Beaver	Beaver Valley Traction Co.	5.12										
	Beaverfalls, New Brighton			1.59	8	....	8						
	New Brighton, Beaverfalls			1.59	5	....	5						
	New Brighton, Bolesville (n. o.)			1.40	8	....	8						
	Bolesville (n. o.), New Brighton			1.40	7	....	7						
	Bolesville (n. o.), West Bridgewater.			1.38	14	....	14						
	West Bridgewater, Bolesville (n. o.).			1.38	18	....	18	35,012.18	.....	Closed pouch.	.....	1,050.36	Electricity.
	West Bridgewater, railroad depot.			.22	15	....	15						
	Railroad depot, West Bridgewater.			.22	19	....	19						
	Railroad depot, Beaver			.53	15	....	15						
	Beaver, railroad depot			.53	20	....	20						
810003	Freedom, Bolesville (n. o.)	People's Electric Street Rwy. Co.	3.51										
	Freedom, railroad depot			1.52	2	....	2						
	Railroad depot, Freedom			1.52	2	....	2						
	Railroad depot, Rochester			.24	10	....	10						
	Rochester, railroad depot			.24	12	....	12	19,440.43	.....	.....do	.....	583.21	Do.
	Rochester, Bolesville (n. o.)			1.75	12	....	12						
	Bolesville (n. o.), Rochester			1.75	17	....	17						
810004	Pittsburg, East Liberty Station	Pittsburg Traction Co.	5.13										
	Pittsburg, East Liberty Station			5.13	*14	4	*11	41,537.61	.....	.....do	.....	1,246.12	Do.
	East Liberty Station, Pittsburg			5.13	*11	2	*9						
810005	Pittsburg, Sharpsburg	Citizens' Traction Co.	5.46										
	Pittsburg, Station B			2.84	*9	2	*7						
	Station B, Pittsburg			2.84	*11	....	*6	22,835.08	.....	.....do	.....	685.05	Do.
	Station B, Sharpsburg			2.62	*3	....	*3						
	Sharpsburg, Station B			2.62	*3	....	*3						
810006	Pittsburg, Southside Station	Pittsburg & Birmingham Traction Co.	1.82										
	Pittsburg, Southside Station			1.82	*10	2	*8						
	Southside Station, Pittsburg			1.82	*10	....	*7	11,509.68	.....	.....do			Do.

$10007	Pittsburg, Carrick	Suburban Rapid Transit Rwy. Co.	4.25											
	Pittsburg, Mount Oliver			2	*2	1	*2	7,025.25		do		250.00	Do.
	Mount Oliver, Pittsburg			2	*2	1	*1						
	Mount Oliver, Carrick			2.25	*3	1	*2						
	Carrick, Mount Oliver			2.25	*2	1	*1						
$10008	Marietta, Pennsylvania R. R. station	Pennsylvania Traction Co. †	5.60											
	Marietta, Chickies				5	....	5	17,528		do		350.00	Do.
	Chickies, Marietta				5	....	5						
	Chickies, Pennsylvania R. R.				5	....	5						
	Pennsylvania R. R., Chickies				5	....	5						
$10009	Hazleton, Ebervale	Lehigh Traction Co.	7.60											
	Hazleton, Harleigh switch (n. o.)			3.02	7	...	7	19,750.30		do		395.00	Do.
	Harleigh switch (n. o.), Hazleton			3.02	5	....	5						
	Harleigh switch (n. o.), Harleigh			.50	3	....	3						
	Harleigh, Harleigh switch (n. o.)			.50	2	....	2						
	Harleigh, Ebervale			1.61	2	....	2						
	Ebervale, Harleigh			1.61	2	....	2						
	Harleigh switch (n. o.), Milnesville			1.30	4	....	4						
	Milnesville, Harleigh switch (n. o.)			1.30	3	....	3						
	Milnesville, Lattimer Mines			1.26	4	....	4						
	Lattimer Mines, Milnesville			1.26	3	....	3						
$10010	Vacant.													
$10011	Philadelphia, Station G, Germantown	People's Passenger Rwy. Co.	6.68											
	General post-office, Station S			1.04	18	6	12	78,877.44	15	0	Separate	11.25	8,873.71	Do.
	Station S, general post-office			1.15	18	6	12							
	Station S, Station O			.90	18	6	12							
	Station O, Station S			.90	18	6	12							
	Station O, Station Q			1.12	18	6	12							
	Station Q, Station O			1.19	18	6	12							
	Station Q, Receiving Station No. [illegible]			.56	18	6	12							
	[illegible] Receiving Station No. 21, Station [illegible]			.56	18	6	12							
	[illegible] Station No. 21, Station [illegible]			.61	18	6	12							
	[illegible] Receiving Station No. [illegible]			.61	18	6	12							
	[illegible]			1.09	18	6	12							
	[illegible]			1.09	18	6	12							
	[illegible]			1.27	18	6	12							
	[illegible]	[illegible] Electric Rwy. Co.	4.79	1.27	18	6	12							
	[illegible]			4.79	4	....	4	11,994.16			Closed pouch		359.82	Do.
	[illegible]			4.79	4	....	4							

* Week days, 6:00; holidays, 8.

† Agreement.

F[3].—*Electric and cable car mail service in operation July 1, 1897*—Continued.

Route No.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Length of trip.	Single trips per day. Week days (306).	Sundays (52).	Holidays (7).	Annual car miles.	Size of car.	Class of service.	Cost per mile traveled.	Annual rate of expenditure.	Motive power.
	PENNSYLVANIA—continued.		*Miles.*	*Miles.*					*Ft. In.*		*Cents.*	*Dollars.*	
310013	Pottstown, Sanatoga	Pottstown Passenger Rwy. Co.	3.10										
	Pottstown, Sanatoga			3.10	2	....	2	3,881.20	.....	Closed pouch	.....	200.00	Electricity.
	Sanatoga, Pottstown			3.10	2	....	2						
310014	Hazleton, Kelayres	Lehigh Traction Co.*	6.16										
	Hazleton, R. R. station			1.25	6	....	6						
	R. R. station, Hazleton			1.25	6	....	6						
	R. R. station, Jeanesville			1.35	5	....	5						
	Jeanesville, R. R. station			1.35	4	....	4						
	Jeanesville, Treasckow			.40	5	....	5						
	Treasckow, Jeanesville			.40	4	....	4						
	Treasckow, Audenreid			1.60	5	....	5	17,111.71	.....	.....do	.....	400.00	Do.
	Audenreid, Treasckow			1.60	4	....	4						
	Audenreid, McAdoo			.86	4	....	4						
	McAdoo, Audenreid			.86	3	....	3						
	McAdoo, Kelayres			.70	3	....	3						
	Kelayres, McAdoo			.70	2	....	2						
310015	Vacant.												
310016	Scranton, Dickson City	Scranton Rwy. Co	4.72										
	Scranton, Dickson City			4.15	3	....	3	8,328.93	.....	.....do	.....	250.00	Do.
	Dickson City, Scranton			4.72	3	....	3						
310017	Scranton, Dunmore	Scranton Rwy. Co	2.94										
	Scranton, Dunmore			2.56	4	....	4	6,826	.....	.....do	.....	250.00	Do.
	Dunmore, Scranton			2.94	4	....	4						
310018	Media, Chester	Chester Traction Co	6.34										
	Media, Chester			6.34	3	....	3	11,906.52	.....	.....do	.....	357.19	Do.
	Chester, Media			6.34	3	....	3						
310019	Easington, Moores Station (n. o.)	Prospect Street Rwy	1.67										
	Easington, Moores Station (n. o.)			1.67	†2	....	†1	2,080.82	.....	.....do	.....	175.00	Do.
	Moores Station (n. o.), Easington			1.67	†2	....	†1						
310020	Lockhaven, Millhall	Lockhaven Traction Co	3.85										
	Lockhaven, Flemington			2.21	2	....	2						

310021	Lancaster, Lititz	Pennsylvania Traction Co.*	10.22											
	Lancaster, Neffsville			5.80	4	....	4							
	Neffsville, Lancaster			5.80	4	....	4							
	Neffsville, Kisselhill			2.69	4	....	4							
	Kisselhill, Neffsville			2.69	4	....	4	25,591.98		do		600.00	Do.	
	Kisselhill, Lititz			1.73	4	....	4							
	Lititz, Kisselhill			1.73	4	....	4							
310022	Philadelphia (Sixty-third and Market streets), Newtown Square.	Philadelphia and Westchester Traction Co.	8.42											
	Sixty-third and Market streets, Upper Darby.			.76	2	....	1							
	Upper Darby, Sixty-third and Market streets.			.76	2	....	1							
	Upper Darby, Llanerch			2.06	2	....	1							
	Llanerch, Upper Darby			2.06	2	....	1							
	Llanerch, Manoa			.78	2	....	1	10,423.96		do		312.72	Do.	
	Manoa, Llanerch			.78	2	....	1							
	Manoa, Adele			1.30	2	....	1							
	Adele, Manoa			1.30	2	....	1							
	Adele, Broomall			1.44	2	....	1							
	Broomall, Adele			1.44	2	....	1							
	Broomall, Newtown Square			2.08	2	....	1							
	Newtown Square, Broomall			2.08	2	....	1							
310023	Vacant.													
310024	Westchester, Wilmington and Northern R. R.	Westchester Street Rwy. Co.	4.17											
	Westchester, Lenape and R. R. depot.			4.17	2	....	2	5,220.84		do		250.00	Do.	
	Lenape and R. R. depot, Westchester.			4.17	2	....	2							
310025	Philadelphia, Station I (Manayunk)	Union Traction Co. of Philadelphia.	7.94											
	General post-office, Pennsylvania R. R.			.64	19	7	13							
	Pennsylvania R. R., general post-office.			.61	19	7	13							
	Pennsylvania R. R., Station A			.25	19	7	13							
	Station A, Pennsylvania R. R			.25	19	7	13							
	Station A, Station J			.98	19	7	13							
	Station J, Station A			1.13	19	7	13	95,982.66	15	0 Separate	11.25	10,798.04	Do.	
	Station J, Station C			1.11	19	7	13							
	Station C, Station J			.97	19	7	13							
	Station C, Receiving Station No. 16			.92	18	6	12							
	Receiving Station No. 16, Station C			.89	18	6	12							
	Receiving Station No. 16, Station Z			1.69	18	6	12							
	Station Z, Receiving Station No. 16			1.69	18	6	12							
	Station Z, Station I (Manayunk)			2.38	18	6	12							
	Station I (Manayunk), Station Z			2.38	18	6	12							

*Agreement.

† Week days, 310; holidays, 3.

F².—*Electric and cable car mail service in operation July 1, 1897*—Continued.

Route No.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Length of trip.	Single trips per day. Week days (306).	Sundays (52).	Holidays (7).	Annual car miles.	Size of car.	Class of service.	Cost per mile traveled.	Annual rate of expenditure.	Motive power.
	PENNSYLVANIA—continued.												
			Miles.	*Miles.*					*Ft. in.*		*Cents.*	*Dollars.*	
810026	Philadelphia, Sixty-third and Market streets.	Union Traction Co. of Philadelphia.	4.99										
	General post-office, Pennsylvania R. R.			.04	18	6	13						
	Pennsylvania R. R., general post-office.			.61	18	6	13						
	Pennsylvania R. R., Station A			.25	18	6	13						
	Station A, Pennsylvania R. R.			.25	18	6	13						
	Station A, Thirty-second and Market streets.			.92	18	6	13						
	Thirty-second and Market streets, Station A.			.92	18	6	13	33,290.09	15 0	Separate	11.25	3,742.88	Electricity.
	Thirty-second and Market streets, Station B.			.58	18	6	13						
	Station B, Thirty-second and Market streets.			.58	18	6	13						
	Station B, Sixty-third and Market streets.			2.62	3	1	3						
	Sixty-third and Market streets, Station B.			2.62	3	1	3						
810027	Philadelphia (Thirty-second and Market streets), Darby.	Union Traction Co. of Philadelphia.	4.98										
	Thirty-second and Market streets, Receiving Station No 37.			.62	9	....	3						
	Receiving Station No 37, Thirty-second and Market streets.			.62	9	....	3						
	Receiving Station No. 37, Receiving Station No. 12.			1.14	9	....	3						
	Receiving Station No. 12, Receiving Station No. 37.			1.14	9	....	3	27,639	15 0	do	11.25	3,109.38	Do.
	Receiving Station No. 12, Station U.			2.22	9	....	3						
	Station U, Receiving Station No. 12.			2.22	9	....	3						
	Station U, Darby			1	9	....	3						
	Darby, Station U			1	9	....	3						

810028	*Philadelphia (general post-office, general post-office).*	*Union Traction Co. of Philadelphia.*	3.83										
	General post-office, Station P			1.09	19	7	12	23,983.46	15	0	....do	11.25	2,608.13	Do.
	Station P, Receiving Station No. 5			.08	19	7	12							
	Receiving Station No. 5, Station D			.93	19	7	12							
	Station D, Station A			.87	19	7	12							
	Station A, Pennsylvania R. R.			.25	19	7	12							
	Pennsylvania R. R., Philadelphia			.61	19	7	12							
810029	Philadelphia, Station F	Union Traction Co. of Philadelphia.	6.74										
	General post-office, Station S			1.08	18	5	11	78,849.05	15	0	....do	11.25	8,870.51	Do.
	Station S, general post-office			1.15	18	5	11							
	Station S, Station O			.83	18	5	11							
	Station O, Station S			.91	18	5	11							
	Station O, Station K			1.12	18	5	11							
	Station K, Station O			1.21	18	5	11							
	Station K, Station E			1.41	18	5	11							
	Station E, Station K			1.38	18	5	11							
	Station E, Station F			2.22	18	5	11							
	Station F, Station E			2.18	18	5	11							
810030	Norristown, Wissahickon Station	Roxborough, Chestnut Hill, Norristown Rwy. Co.*	12.50										
	Norristown, Plymouth Meeting			4.71	2	....	2	15,650	.....		Closed pouch	.....	350.00	Do.
	Plymouth Meeting, Norristown			4.71	2	....	2							
	Plymouth Meeting, Lafayette Hill			2.32	2	....	2							
	Lafayette Hill, Plymouth Meeting			2.32	2	....	2							
	Lafayette Hill, Wissahickon Station			5.47	2	....	2							
	Wissahickon Station, Lafayette Hill			5.47	2	....	2							
810031	Chester, Upland	Chester Traction Co.*	2										
	Chester, Upland			2	4	....	4	5,008	.....		.....do	.....	200.00	Do.
	Upland, Chester			2	4	....	4							
			152.77					676,600.80					47,385.45	
	MARYLAND AND DISTRICT OF COLUMBIA.													
813001	Bethesda, Washington, D. C. (Station A).	Georgetown and Tennallytown Rwy. Co.	5.62										
	Bethesda, Tennallytown			2.42	3	1	2	11,060.16	.....		Closed pouch	.....	331.80	Electricity.
	Tennallytown, Bethesda			2.42	3	1	2							
	Tennallytown, Station A			3.20	3	1	2							
	Station A, Tennallytown			2.20	3	1	2							
813002	Chevy Chase, Washington, D. C. (Substation No. 5).	Capital Traction Co.	5.48										
	Chevy Chase, Washington, D. C. (Substation No. 5).			5.48	2	1	1	9,107.76	.....		.....do	.....	273.23	Do.
	Washington, D. C. (Substation No. 5), Chevy Chase.			5.48	3	1	1							
813003	Vacant.													

* Agreement.

F².—*Electric and cable car mail service in operation July 1, 1897*—Continued.

State and termini.	Corporate title of company carrying the mail.	Length of route.	Length of trip.	Single trips per day. Weekdays (306).	Sundays (52).	Holidays (7).	Annual car miles.	Size of car.	Class of service.	Cost per mile traveled.	Annual rate of expenditure.	Motive power.
MARYLAND AND DISTRICT OF COLUMBIA—continued.		*Miles.*	*Miles.*					*Ft. In.*		*Cents.*	*Dollars.*	
Washington, D. C. (Florida avenue and Seventh street), Brightwood.	Brightwood Rwy. Co	2.83										
Florida avenue and Seventh street, Brightwood.			2.83	3	....	3	5,314.74	.....	Closed pouch	.....	@250.00	Electricity.
Brightwood, Florida avenue and Seventh street.			2.83	3	....	3						
Vacant.												
Washington, D. C. (Fifteenth and F streets NW.), Station F.	Capital Traction Co	2.31										
Fifteenth and F streets, Station F.			2.31	*6	1	*4	8,861.16	.....	do	.....	265.83	Cable.
Station F, Fifteenth and F streets.			2.31	*6	1	*4						
Washington, D. C. (Thirty-sixth and M streets NW.), Eighth and M streets SE.	Capital Traction Co	5.15										
Thirty-sixth and M streets NW., Station A.			.45	12	2	5						
Station A, Thirty-sixth and M streets.			.45	12	2	5						
Station A, Substation No. 24			.50	12	2	5						
Substation No. 24, Station A			.50	12	2	5						
Substation No. 24, Substation No. 3			.54	12	2	5						
Substation No. 3, Substation No. 24			.54	12	2	5						
Substation No. 3, Substation No. 30			.29	12	2	5						
Substation No. 30, Substation No. 3			.29	12	2	5						
Substation No. 30, Station C			.41	12	2	5						
Station C, Substation No. 30			.41	12	2	5						
Station C, Substation No. 18			.29	12	2	5						
Substation No. 18, Station C			.29	12	2	5						
Substation No. 18, Substation			.49	12	2	5						
[illegible]bstation No.			.49	12	2	5						
			.07	12	2	5						
			.07	12	2	5						
			.00	12	2	5	39,253.20					

No.

	Substation No. 19, Substation No. 26.			.18	12	2	5							
	Substation No. 19, Station B			.18	12	2	5							
	Station B, Substation No. 19			.27	12	2	5							
	Station B, Substation No. 28			.27	12	2	5							
	Substation No. 28, Station B			.40	12	2	5							
	Substation No. 28, Substation No. 8.			.40	12	2	5							
	Substation No. 8, Substation No. 28.			.17	12	2	5							
	Substation No. 8, Eighth and M streets SE.			.17	12	2	5							
	Eighth and M streets SE., Substation No. 8.													
813008	Baltimore Substation No. 13, Station E (Arlington).	Baltimore Traction Co.	14.46											
	Substation No. 13, Substation No. 217.			.80	†8	4	‡4 §8							
	Substation No. 217, Substation No. 13.			.80	†8	4	‡4 §8							
	Substation No. 217, Substation No. 12.			1.19	†8	4	‡4 §8							
	Substation No. 12, Substation No. 217.			1.19	†8	4	‡4 §8							
	Substation No. 12, Brooklyn barn			.10	†12	4	‡4 §8							
	Brooklyn barn, Substation No. 12			.10	†12	4	‡4 §8							
	Brooklyn barn, Station C			2.78	†13	6	‡6 §11							
	Station C, Brooklyn barn			2.78	†13	6	‡6 §11							
	Station C, Charles and Fayette streets.			.86	†13	6	‡6 §11							
	Charles and Fayette streets, Station C.			.86	†13	6	‡6 §11	101,138.84	15	4	Separate	11.50	11,630.39	Electricity.
	Charles and Fayette streets, Substation No. 32.			3.00	†12	4	‡4 §8							
	Substation No. 32, Station F			1.00	†12	4	‡4 §8							
	Station F, Gwynn-Oak avenue, and Liberty road.			2.24	†12	4	‡4 §8							
	Gwynn-Oak avenue, and Liberty road, Substation No. 214.			1.87	†2	....	§1							
	Substation No. 214, Gwynn-Oak avenue, and Liberty road.			1.87	†2	....	§1							

* Week days, 307; holidays, 6. † Week days, 303. ‡ Holidays, 4. § Holidays, 6.

F².—*Electric and cable car mail service in operation July 1, 1897*—Continued.

Route No.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Length of trip.	Single trips per day. Week days (300).	Sundays (52).	Holidays (7).	Annual car miles.	Size of car.	Class of service.	Cost per mile traveled.	Annual rate of expenditure.	Motive power.
	MARYLAND AND DISTRICT OF COLUMBIA—continued.		*Miles.*	*Miles.*					*Ft. In.*		*Cents.*	*Dollars.*	
313008–Cont'd.	Baltimore Substation No. 13, Station E (Arlington).	Baltimore Traction Co											
	Gwynn-Oak avenue, and Liberty road, Station E.			1.06	*12	4	†4 ‡8						
	Station E, Druid Hill avenue barn.			4.07	*12	4	†4 ‡8						
	Druid Hill avenue barn, Charles and Fayette streets.			2.35	*13	6	†6 ‡11						
	Charles and Fayette streets, Druid Hill avenue barn.			2.53	*1	2	†2 ‡3						
313009	Baltimore, Sta. L, Substation No. 219.	City and Suburban Rwy. Co.	12.22										
	Station L, Substation No. 16			1.92	*11	2	†2 ‡4						
	Substation No. 16, Station L			1.92	*11	2	†2 ‡4						
	Substation No. 16, Huntington avenue barn.			.81	*11	2	†2 ‡4						
	Huntington avenue barn, Substation No. 16.			.81	*11	2	†2 ‡4						
	Huntington avenue barn, Substation No. 1.			1.44	*12	4	†4 ‡6						
	Substation No. 1, Brooklyn barn			1.44	*12	4	†4 ‡6						
	Substation No. 1, Baltimore			1.74	*12	4	†4 ‡6						
	Baltimore, Substation No. 1			1.69	*12	4	†4 ‡6	75,331.38	15 3	....do	11.43	8,610.37	Electricity.
	Baltimore, Station J			1.85	*12	4	†4 ‡6						
	Station J, Baltimore			1.90	*12	4	†4 ‡5						
	Station J, Substation No. 26			1.02	*12	4	†4 ‡6						
	Substation No. 26, Station J			1.02	*12	4	†4 ‡6						
	Substation No. 26, Highlandtown barn.			.15	*12	4	†4 ‡6						

No. 218.																	
	Substation No. 219, Highlandtown barn.			3.29	*4												
213010	Baltimore, Station A, Station G	City and Suburban Rwy. Co.	16.32	3.53	*10	2	†2										
	Station A, Station H						†4										
	Station H, Station A			3.30	*10	2	†4										
							†2										
	Station H, Waverly barn			1.59	*10	2	†4										
							†2										
	Waverly barn, Station H			1.59	*10	2	†4										
							†2										
	Waverly barn, Substation No. 5			.34	*11	4	†4										
							†6										
	Substation No. 5, Waverly barn			.34	*11	4	†4										
							†6										
	Substation No. 5, Substation No. 18			1.49	*11	4	†4										
							†6										
	Substation No. 18, Substation No. 5			1.49	*11	4	†4										
							†6										
	Substation No. 18, North and Fayette streets.			1.16	*11	4	†4										
							†6										
	Holliday and Fayette streets, Substation No. 18.			1.15	*11	4	†4										
							†6										
	North and Fayette streets, Pratt and Howard streets.			.72	*11	4	†4										
							†6										
	Pratt and Howard streets, Holliday and Fayette streets.			.72	*11	4	†4										
							†6										
	Pratt and Howard streets, Columbia avenue barn.			1.12	*1	2	†2										
							†2										
	Columbia avenue barn, Pratt and Howard streets.			1.12	*1	2	†2										
							†2										
	Pratt and Howard streets, Station D.			3.17	*10	2	†4										
							†2										
	Station D, Pratt and Howard streets.			3.17	*10	2	†4										
							†2										
	Station D, Station G			4.44	*10	2	†4										
							†2										
	Station G, Station D			4.44	*10	2	†4										
213011	Washington, D. C. (Thirty-sixth and M streets), East End, Va.	Washington, Arlington and Falls Church Rwy. Co.§	6.83														
	Thirty-sixth and M streets, Roslyn (n. o.), Va.			.33	2	1	1										
	Roslyn (n. o.), Va., Thirty-sixth and M streets.			.33	2	1	1										
	Roslyn (n. o.), Va., Ballston, Va.			3.00	2	1	1	9,165.86			Closed pouch		266.75		Do.		
								107,458.79	15	8	do	11.43	12,282.53		Do.		

*Week days, 303. †Holidays, 4. ‡Holidays, 6. §Agreement.

F[3].—*Electric and cable car mail service in operation July 1, 1897*—Continued.

Route No.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Length of trip.	Single trips per day. Week days (306).	Sundays (52).	Holidays (7).	Annual car miles.	Size of car.	Class of service.	Cost per mile traveled.	Annual rate of expenditure.	Motive power.
	MARYLAND AND DISTRICT OF COLUMBIA—continued.		*Miles.*	*Miles.*					*Ft. In.*		*Cents.*	*Dollars.*	
313011-Cont'd.	Washington, D. C. (Thirty-sixth and M streets), East End, Va.	Washington, Arlington and Falls Church Rwy. Co.*	.....										
	Ballston, Va., Roslyn (n. o.), Va.	.....	.....	3.00	2	1	1						
	Ballston, Va., East End, Va.	.....	.....	3.50	2	1	1						
	East End, Va., Ballston, Va.	.....	.....	3.50	2	1	1						
313012	Washington, D. C. (Thirty-sixth and M streets), Fort Myer, Va.	Washington, Arlington and Falls Church Rwy. Co.*	2										
	Thirty-sixth and M streets, Roslyn (n. o.), Va.	.....	.....	.33	3	1	1						
	Roslyn (n. o.), Va., Thirty-sixth and M streets.	.....	.....	.33	3	1	1	3,908.00	.....	Closed pouch	.....	113.75	Electricity.
	Roslyn (n. o.), Va., Fort Myer, Va.	.....	.....	1.77	3	1	1						
	Fort Myer, Va., Roslyn (n. o.), Va.	.....	.....	1.77	3	1	1						
313013	Washington, D. C. (Tenth street and Florida avenue), Four-and-a-half and O streets, SW.	Metropolitan R. R. Co.	3.91										
	Tenth street and Florida avenue, Substation No. 21.	.....	.....	1.31	10	2	5						
	Substation No. 21, Tenth street and Florida avenue.	.....	.....	1.31	10	2	5						
	Substation No. 21, general post-office.	.....	.....	.25	10	2	5						
	General post-office, Substation No. 21.	.....	.....	.25	10	2	5						
	General post-office, Substation No. 29.	.....	.....	.08	10	2	5						
	Substation No. 29, general post-office.	.....	.....	.08	10	2	5	25,016.18	16 0	Trailer	6.00	1,500.97	Do.
	Substation No. 29, B. & P. R. R.	.....	.....	.64	10	2	5						
	B. & P. R. R., Substation No. 29.	.....	.....	.64	10	2	5						
	B. & P. R. R., Station D.	.....	.....	.85	10	2	5						
	Station D, B. & P. R. R.	.....	.....	.85	10	2	5						
	Station D, Marshall Hall wharf.	.....	.....	1.05	10	2	5						
	Marshall Hall wharf, Norfolk wharf.	.....	.....	.03	10	2	5						
	Norfolk wharf, Station D.	.....	.....	.48	10	2	5						

	Washington, D. C. (Fifteenth and East Capitol), Connecticut and Florida avenues.	Metropolitan Railroad Co.	4.82											
	Fifteenth and East Capitol street, Station B.			.97	10	2	5							
	Station B, Fifteenth and East Capitol streets.			.97	10	2	5							
	Station B, Baltimore and Ohio Railroad.			.82	10	2	5							
	Baltimore and Ohio Railroad, Station B.			.82	10	2	5							
	Baltimore and Ohio Railroad, Substation No. 10.			.63	10	2	5							
	Substation No. 10, Baltimore and Ohio Railroad.			.57	10	2	5							
	Substation No. 10, general post-office.			.11	10	2	5							
	General post-office, Substation No. 10.			.11	10	2	5							
	General post-office, Substation No. 29.			.23	10	2	5							
	Substation No. 29, general post-office.			.23	10	2	5	31,222.24	16	0	....do....	6.00	1,873.33	Do.
	Substation No. 29, Station C			.41	10	2	5							
	Station C, Substation No. 29			.41	10	2	5							
	Station C, Substation No. 35			.38	10	2	5							
	Substation No. 35, Station C			.38	10	2	5							
	Substation No. 35, Substation No. 4.			.48	10	2	5							
	Substation No. 4, Substation No. 35.			.48	10	2	5							
	Substation No. 4, Substation No. 33.			.85	10	2	5							
	Substation No. 33, Substation No. 4.			.85	10	2	5							
	Substation No. 33, Connecticut and Florida avenues.			.03	10	2	5							
	Connecticut and Florida avenues, Substation No. 33.			.03	10	2	5							
			82.01					426,838.41					39,754.14	
	VIRGINIA.													
314001	Alexandria, Arcturus	Washington, Alexandria and Mt. Vernon Electric Rwy.	5.29											
	Alexandria, New Alexandria			2.09	3	....	3							
	New Alexandria, Alexandria			2.09	3	....	3	5,928.22	.....		Closed pouch	.....	250.00	Electricity.
	New Alexandria, Arcturus			3.20	1	....	1							
	Arcturus, New Alexandria			3.20	1	....	1							

* Agreement.

F².—*Electric and cable car mail service in operation July 1, 1897*—Continued.

Route No.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Length of trip.	Single trips per day. Week days (306).	Sundays (52).	Holidays (7).	Annual car miles.	Size of car.	Class of service.	Cost per mile traveled.	Annual rate of expenditure.	Motive power.
	PENNSYLVANIA—continued.		*Miles.*	*Miles.*					*Ft. In.*		*Cents.*	*Dollars.*	
810002	Beaverfalls, Beaver	Beaver Valley Traction Co.	5.12										
	Beaverfalls, New Brighton			1.59	8	....	8						
	New Brighton, Beaverfalls			1.59	5	....	5						
	New Brighton, Bolesville (n. o.)			1.40	8	....	8						
	Bolesville (n. o.), New Brighton			1.40	7	....	7						
	Bolesville (n. o.), West Bridgewater.			1.38	14	....	14						
	West Bridgewater, Bolesville (n. o.).			1.38	18	....	18	35,012.18		Closed pouch.		1,050.36	Electricity.
	West Bridgewater, railroad depot.			.22	15	....	15						
	Railroad depot, West Bridgewater.			.22	19	....	19						
	Railroad depot, Beaver			.53	15	....	15						
	Beaver, railroad depot			.53	20	....	20						
810003	Freedom, Bolesville (n. o.)	People's Electric Street Rwy. Co.	3.51										
	Freedom, railroad depot			1.52	2	....	2						
	Railroad depot, Freedom			1.52	2	....	2						
	Railroad depot, Rochester			.24	10	....	10						
	Rochester, railroad depot			.24	12	....	12	19,440.43		do		583.21	Do.
	Rochester, Bolesville (n. o.)			1.75	12	....	12						
	Bolesville (n. o.), Rochester			1.75	17	....	17						
810004	Pittsburg, East Liberty Station	Pittsburg Traction Co.	5.13										
	Pittsburg, East Liberty Station			5.13	*14	4	*11						
	East Liberty Station, Pittsburg			5.13	*11	2	*9	41,537.61		do		1,246.12	Do.
810005	Pittsburg, Sharpsburg	Citizens' Traction Co.	5.46										
	Pittsburg, Station B			2.84	*9	2	*7						
	Station B, Pittsburg			2.84	*11	....	*6						
	Station B, Sharpsburg			2.62	*3	....	*3	22,835.08		do		685.05	Do.
	Sharpsburg, Station B			2.62	*3	....	*3						
810006	Pittsburg, Southside Station	Pittsburg & Birmingham Traction Co.	1.82										
	Pittsburg, Southside Station			1.82	*10	2	*8						
	Southside Station, Pittsburg			1.82	*10	....	*7	11,509.68		do		345.29	Do.

310007	Pittsburg, Carrick	Suburban Rapid Transit Rwy. Co.	4.25											
	Pittsburg, Mount Oliver			2	*3	1	*2	7,025.25		do		250.00	Do.	
	Mount Oliver, Pittsburg			2	*2	1	*1							
	Mount Oliver, Carrick			2.25	*3	1	*2							
	Carrick, Mount Oliver			2.25	*2	1	*1							
310008	Marietta, Pennsylvania R. R. station	Pennsylvania Traction Co.†	5.60											
	Marietta, Chickies				5	....	5	17,528		do		350.00	Do.	
	Chickies, Marietta				5	....	5							
	Chickies, Pennsylvania R. R.				5	....	5							
	Pennsylvania R. R., Chickies				5	....	5							
310009	Hazleton, Ebervale	Lehigh Traction Co.	7.69											
	Hazleton, Harleigh switch (n. o.)			3.02	7	...	7	19,750.30		do		395.00	Do.	
	Harleigh switch (n. o.), Hazleton			3.02	5	....	5							
	Harleigh switch (n. o.), Harleigh			.50	3	....	3							
	Harleigh, Harleigh switch (n. o.)			.50	2	....	2							
	Harleigh, Ebervale			1.61	2	....	2							
	Ebervale, Harleigh			1.61	2	....	2							
	Harleigh switch (n. o.), Milnesville			1.30	4	....	4							
	Milnesville, Harleigh switch (n. o.)			1.30	3	....	3							
	Milnesville, Lattimer Mines			1.26	4	....	4							
	Lattimer Mines, Milnesville			1.26	3	....	3							
310010	Vacant.													
310011	Philadelphia, Station G, Germantown	People's Passenger Rwy. Co.	6.68											
	General post-office, Station S			1.04	18	6	12	78,877.44	15 0	Separate	11.25	8,873.71	Do.	
	Station S, general post-office			1.15	18	6	12							
	Station S, Station O			.90	18	6	12							
	Station O, Station S			.90	18	6	12							
	Station O, Station Q			1.12	18	6	12							
	Station Q, Station O			1.19	18	6	12							
	Station Q, Receiving Station No. 21.			.56	18	6	12							
	Receiving Station No. 21, Station Q.			.56	18	6	12							
	Receiving Station No. 21, Station R.			.61	18	6	12							
	Station R, Receiving Station No. 21.			.61	18	6	12							
	Station R, Wayne Junction			1.09	18	6	12							
	Wayne Junction, Station R			1.09	18	6	12							
	Wayne Junction, Station G			1.27	18	6	12							
	Station G, Wayne Junction			1.27	18	6	12							
310012	Minersville, Pottsville	Schuylkill Electric Rwy. Co.	4.79											
	Minersville, Pottsville			4.79	4	....	4	11,994.16		Closed pouch		359.82	Do.	
	Pottsville, Minersville			4.79	4	....	4							

* Week days, 305; holidays, 8.

† Agreement.

F³.—*Electric and cable car mail service in operation July 1, 1897*—Continued.

Route No.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Length of trip.	Single trips per day. Week days (306).	Sundays (52).	Holidays (7).	Annual car miles.	Size of car.	Class of service.	Cost per mile traveled.	Annual rate of expenditure.	Motive power.
	PENNSYLVANIA—continued.		*Miles.*	*Miles.*					*Ft. In.*		*Cents.*	*Dollars.*	
310013	Pottstown, Sanatoga	Pottstown Passenger Rwy. Co.	3.10										
	Pottstown, Sanatoga			3.10	2	....	2	3,881.20	.....	Closed pouch	.....	200.00	Electricity.
	Sanatoga, Pottstown			3.10	2	....	2						
310014	Hazleton, Kelayres	Lehigh Traction Co.*	6.16										
	Hazleton, R. R. station			1.25	6	....	6						
	R. R. station, Hazleton			1.25	6	....	6						
	R. R. station, Jeanesville			1.35	5	....	5						
	Jeanesville, R. R. station			1.35	4	....	4						
	Jeanesville, Tresckow			.40	5	....	5						
	Tresckow, Jeanesville			.40	4	....	4						
	Tresckow, Audenreid			1.60	5	....	5	17,111.71	.....	do	.....	400.00	Do.
	Audenreid, Tresckow			1.60	4	....	4						
	Audenreid, McAdoo			.86	4	....	4						
	McAdoo, Audenreid			.86	3	....	3						
	McAdoo, Kelayres			.70	3	....	3						
	Kelayres, McAdoo			.70	2	....	2						
310015	Vacant.												
310016	Scranton, Dickson City	Scranton Rwy. Co	4.72										
	Scranton, Dickson City			4.15	3	....	3	8,328.93	.....	do	.....	250.00	Do.
	Dickson City, Scranton			4.72	3	....	3						
310017	Scranton, Dunmore	Scranton Rwy. Co	2.94										
	Scranton, Dunmore			2.56	4	....	4	6,826	.....	do	.....	250.00	Do.
	Dunmore, Scranton			2.94	4	....	4						
310018	Media, Chester	Chester Traction Co	6.34										
	Media, Chester			6.34	3	....	3	11,906.52	.....	do	.....	357.19	Do.
	Chester, Media			6.34	3	....	3						
310019	Essington, Moores Station (n. o.)	Prospect Street Rwy	1.67										
	Essington, Moores Station (n. o.)			1.67	†2	....	†1	2,080.82	.....	do	.....	175.00	Do.
	Moores Station (n. o.), Essington			1.67	†2	....	†1						
310020	Lockhaven, Millhall	Lockhaven Traction Co	3.85										
	Lockhaven, Flemington			2.21	2	....	2	4,820.20	.....	do	.....	200.00	Do.
	Flemington, Lockhaven			2.21	2	....	2						
	Flemington, Millhall			1.64	2	....	2						
	Millhall, Flemington												

310021	Lancaster, Lititz	Pennsylvania Traction Co.*	10.22										
	Lancaster, Neffsville			5.80	4	....	4	25,591.98	.....	.....do	.....	600.00	Do.
	Neffsville, Lancaster			5.80	4	....	4						
	Neffsville, Kisselhill			2.69	4	....	4						
	Kisselhill, Neffsville			2.69	4	....	4						
	Kisselhill, Lititz			1.73	4	....	4						
	Lititz, Kisselhill			1.73	4	....	4						
310022	Philadelphia (Sixty-third and Market streets), Newtown Square.	Philadelphia and Westchester Traction Co.	8.42										
	Sixty-third and Market streets, Upper Darby.			.76	2	....	1						
	Upper Darby, Sixty-third and Market streets.			.76	2	....	1						
	Upper Darby, Llanerch			2.06	2	....	1						
	Llanerch, Upper Darby			2.06	2	....	1						
	Llanerch, Manoa			.78	2	....	1	10,423.96	.....	.....do	.....	312.72	Do.
	Manoa, Llanerch			.78	2	....	1						
	Manoa, Adele			1.30	2	....	1						
	Adele, Manoa			1.30	2	....	1						
	Adele, Broomall			1.44	2	....	1						
	Broomall, Adele			1.44	2	....	1						
	Broomall, Newtown Square			2.08	2	....	1						
	Newtown Square, Broomall			2.08	2	....	1						
310023	Vacant.												
310024	Westchester, Wilmington and Northern R. R.	Westchester Street Rwy. Co.	4.17										
	Westchester, Lenape and R. R. depot.			4.17	2	....	2	5,220.84	.....	.....do	.....	250.00	Do.
	Lenape and R. R. depot, Westchester.			4.17	2	....	2						
310025	Philadelphia, Station I (Manayunk)	Union Traction Co. of Philadelphia.	7.94										
	General post-office, Pennsylvania R. R.			.64	19	7	13						
	Pennsylvania R. R., general post-office.			.61	19	7	13						
	Pennsylvania R. R., Station A			.25	19	7	13						
	Station A, Pennsylvania R. R			.25	19	7	13						
	Station A, Station J			.98	19	7	13						
	Station J, Station A			1.13	19	7	13						
	Station J, Station C			1.11	19	7	13	95,982.66	15	0 Separate.....	11.25	10,798.04	Do.
	Station C, Station J			.97	19	7	13						
	Station C, Receiving Station No. 16			.92	18	6	12						
	Receiving Station No. 16, Station C			.89	18	6	12						
	Receiving Station No. 16, Station Z			1.69	18	6	12						
	Station Z, Receiving Station No. 16			1.69	18	6	12						
	Station Z, Station I (Manayunk)			2.38	18	6	12						
	Station I (Manayunk), Station Z			2.38	18	6	12						

*Agreement.

† Week days, 310; holidays, 3.

F².—*Electric and cable car mail service in operation July 1, 1897*—Continued.

Route No.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Length of trip.	Single trips per day. Week days (306).	Sundays (52).	Holidays (7).	Annual car miles.	Size of car.	Class of service.	Cost per mile traveled.	Annual rate of expenditure.	Motive power.
	PENNSYLVANIA—continued.		*Miles.*	*Miles.*					*Ft. in.*		*Cents.*	*Dollars.*	
810026	Philadelphia, Sixty-third and Market streets.	Union Traction Co. of Philadelphia.	4.99										
	General post-office, Pennsylvania R. R.			.04	18	6	13						
	Pennsylvania R. R., general post-office.			.61	18	6	13						
	Pennsylvania R. R., Station A			.25	18	6	13						
	Station A, Pennsylvania R. R.			.25	18	6	13						
	Station A, Thirty-second and Market streets.			.92	18	6	13						
	Thirty-second and Market streets, Station A.			.92	18	6	13	33,290.09	15 0	Separate	11.25	3,742.88	Electricity.
	Thirty-second and Market streets, Station B.			.58	18	6	13						
	Station B, Thirty-second and Market streets.			.58	18	6	13						
	Station B, Sixty-third and Market streets.			2.62	3	1	3						
	Sixty-third and Market streets, Station B.			2.62	3	1	3						
810027	Philadelphia (Thirty-second and Market streets), Darby.	Union Traction Co. of Philadelphia.	4.98										
	Thirty-second and Market streets, Receiving Station No 37.			.62	9	....	3						
	Receiving Station No 37, Thirty-second and Market streets.			.62	9	....	3						
	Receiving Station No. 37, Receiving Station No. 12.			1.14	9	....	3						
	Receiving Station No. 12, Receiving Station No. 37.			1.14	9	....	3	27,639	15 0	.....do.....	11.25	3,109.38	Do.
	Receiving Station No. 12, Station U.			2.22	9	....	3						
	Station U, Receiving Station No. 12.			2.22	9	....	3						
	Station U, Darby			1	9	....	3						
	Darby, Station U												

810028	Philadelphia (general post-office, general post-office).	Union Traction Co. of Philadelphia.	3.53										
	General post-office, Station P			1.09	19	7	12	23,983.46	15 0	do	11.25	2,608.13	Do.
	Station P, Receiving Station No. 5			.08	19	7	12						
	Receiving Station No. 5, Station D			.93	19	7	12						
	Station D, Station A			.87	19	7	12						
	Station A, Pennsylvania R. R			.25	19	7	12						
	Pennsylvania R. R., Philadelphia			.61	19	7	12						
810029	Philadelphia, Station F	Union Traction Co. of Philadelphia.	6.74										
	General post-office, Station S			1.08	18	5	11	78,849.05	15 0	do	11.25	8,870.51	Do.
	Station S, general post-office			1.15	18	5	11						
	Station S, Station O			.83	18	5	11						
	Station O, Station S			.91	18	5	11						
	Station O, Station K			1.12	18	5	11						
	Station K, Station O			1.21	18	5	11						
	Station K, Station E			1.41	18	5	11						
	Station E, Station K			1.38	18	5	11						
	Station E, Station F			2.22	18	5	11						
	Station F, Station E			2.18	18	5	11						
810030	Norristown, Wissahickon Station	Roxborough, Chestnut Hill, Norristown Rwy. Co.*	12.50										
	Norristown, Plymouth Meeting			4.71	2	....	2	15,650	.....	Closed pouch	.....	350.00	Do.
	Plymouth Meeting, Norristown			4.71	2	....	2						
	Plymouth Meeting, Lafayette Hill			2.32	2	....	2						
	Lafayette Hill, Plymouth Meeting			2.32	2	....	2						
	Lafayette Hill, Wissahickon Station			5.47	2	....	2						
	Wissahickon Station, Lafayette Hill			5.47	2	....	2						
810031	Chester, Upland	Chester Traction Co.*	2										
	Chester, Upland			2	4	....	4	5,008	.....	do	.....	200.00	Do.
	Upland, Chester			2	4	....	4						
			152.77					676,600.80				47,385.45	
	MARYLAND AND DISTRICT OF COLUMBIA.												
813001	Bethesda, Washington, D. C. (Station A).	Georgetown and Tennallytown Rwy. Co.	5.62										
	Bethesda, Tennallytown			2.42	3	1	2	11,060.16	.....	Closed pouch	.....	331.80	Electricity.
	Tennallytown, Bethesda			2.42	3	1	2						
	Tennallytown, Station A			3.20	3	1	2						
	Station A, Tennallytown			2.20	3	1	2						
813002	Chevy Chase, Washington, D. C. (Substation No. 5).	Capital Traction Co.	5.48										
	Chevy Chase, Washington, D. C. (Substation No. 5).			5.48	2	1	1	9,107.76	.....	do	.....	273.23	Do.
	Washington, D. C. (Substation No. 5), Chevy Chase.			5.48	3	1	1						
813003	Vacant.												

*Agreement.

F².—*Electric and cable car mail service in operation July 1, 1897*—Continued.

Route No.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Length of trip.	Single trips per day. Week days (306).	Sundays (52).	Holidays (7).	Annual car miles.	Size of car.	Class of service.	Cost per mile traveled.	Annual rate of expenditure.	Motive power.
	MARYLAND AND DISTRICT OF COLUMBIA—continued.		*Miles.*	*Miles.*					*Ft. In.*		*Cents.*	*Dollars.*	
313004	Washington, D. C. (Florida avenue and Seventh street), Brightwood.	Brightwood Rwy. Co	2.83										
	Florida avenue and Seventh street, Brightwood.			2.83	3	....	3	5,314.74	.....	Closed pouch	.....	€250.00	Electricity.
	Brightwood, Florida avenue and Seventh street.			2.83	3	....	3						
313005	Vacant.												
313006	Washington, D. C. (Fifteenth and F streets NW.), Station F.	Capital Traction Co	2.31										
	Fifteenth and F streets, Station F.			2.31	*6	1	*4	8,861.16	.....	do	.....	265.83	Cable.
	Station F, Fifteenth and F streets.			2.31	*6	1	*4						
313007	Washington, D. C. (Thirty-sixth and M streets NW.), Eighth and M streets SE.	Capital Traction Co	5.15										
	Thirty-sixth and M streets NW., Station A.			.45	12	2	5						
	Station A, Thirty-sixth and M streets.			.45	12	2	5						
	Station A, Substation No. 24			.50	12	2	5						
	Substation No. 24, Station A			.50	12	2	5						
	Substation No. 24, Substation No. 3			.54	12	2	5						
	Substation No. 3, Substation No. 24			.54	12	2	5						
	Substation No. 3, Substation No. 30			.29	12	2	5						
	Substation No. 30, Substation No. 3			.29	12	2	5						
	Substation No. 30, Station C			.41	12	2	5						
	Station C, Substation No. 30			.41	12	2	5						
	Station C, Substation No. 18			.29	12	2	5						
	Substation No. 18, Station C			.29	12	2	5						
	Substation No. 18, Substation No. 6.			.49	12	2	5						
	Substation No. 6, Substation No.			.49	12	2	5						

	Substation No. 19, Substation No. 26.			.84	12	2	5							
	Substation No. 19, Station B			.18	12	2	5							
	Station B, Substation No. 19			.18	12	2	5							
	Station B, Substation No. 28			.27	12	2	5							
	Substation No. 28, Station B			.27	12	2	5							
	Substation No. 28, Substation No. 8.			.40	12	2	5							
	Substation No. 8, Substation No. 28.			.40	12	2	5							
	Substation No. 8, Eighth and M streets SE.			.17	12	2	5							
	Eighth and M streets SE., Substation No. 8.			.17	12	2	5							
813008	Baltimore Substation No. 13, Station E (Arlington).	Baltimore Traction Co.	14.46											
	Substation No. 13, Substation No. 217.			.80	†8	4	‡4 §8							
	Substation No. 217, Substation No. 13.			.80	†8	4	‡4 §8							
	Substation No. 217, Substation No. 12.			1.19	†8	4	‡4 §8							
	Substation No. 12, Substation No. 217.			1.19	†8	4	‡4 §8							
	Substation No. 12, Brooklyn barn			.10	†12	4	‡4 §8							
	Brooklyn barn, Substation No. 12			.10	†12	4	‡4 §8							
	Brooklyn barn, Station C			2.78	†13	6	‡6 §11							
	Station C, Brooklyn barn			2.78	†13	6	‡6 §11							
	Station C, Charles and Fayette streets.			.86	†13	6	‡6 §11							
	Charles and Fayette streets, Station C.			.86	†13	6	‡6 §11	101,138.84	15	4	Separate	11.50	11,630.39	Electricity.
	Charles and Fayette streets, Substation No. 32.			3.00	†12	4	‡4 §8							
	Substation No. 32, Station F			1.00	†12	4	‡4 §8							
	Station F, Gwynn-Oak avenue, and Liberty road.			2.24	†12	4	‡4 §8							
	Gwynn-Oak avenue, and Liberty road, Substation No. 214.			1.87	†2	....	§1							
	Substation No. 214, Gwynn-Oak avenue, and Liberty road.			1.87	†2	....	§1							

* Week days, 307; holidays, 6. † Week days, 303. ‡ Holidays, 4. § Holidays, 6.

F².—*Electric and cable car mail service in operation July 1, 1897*—Continued.

Route No.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Length of trip.	Single trips per day. Weekdays (300).	Sundays (52).	Holidays (7).	Annual car miles.	Size of car.	Class of service.	Cost per mile traveled.	Annual rate of expenditure.	Motive power.
	MARYLAND AND DISTRICT OF COLUMBIA—continued.		*Miles.*	*Miles.*					*Ft. In.*		*Cents.*	*Dollars.*	
313008–Cont'd.	Baltimore Substation No. 13, Station E (Arlington).	Baltimore Traction Co											
	Gwynn-Oak avenue, and Liberty road, Station E.			1.06	*12	4	†4						
							†8						
	Station E, Druid Hill avenue barn.			4.07	*12	4	†4						
							†8						
	Druid Hill avenue barn, Charles and Fayette streets.			2.35	*13	6	†6						
							†11						
	Charles and Fayette streets, Druid Hill avenue barn.			2.53	*1	2	†2						
							†3						
313009	Baltimore, Sta. L, Substation No. 219.	City and Suburban Rwy. Co.	12.22										
	Station L, Substation No. 16			1.92	*11	2	†2						
							†4						
	Substation No. 16, Station L			1.92	*11	2	†2						
							†4						
	Substation No. 16, Huntington avenue barn.			.81	*11	2	†2						
							†4						
	Huntington avenue barn, Substation No. 16.			.81	*11	2	†2						
							†4						
	Huntington avenue barn, Substation No. 1.			1.44	*12	4	†4						
							†6						
	Substation No. 1, Brooklyn barn			1.44	*12	4	†4						
							†6						
	Substation No. 1, Baltimore			1.74	*12	4	†4						
							†6						
	Baltimore, Substation No. 1			1.69	*12	4	†4						
							†6						
	Baltimore, Station J			1.85	*12	4	†4	75,331.38	15 3	do	11.43	8,610.37	Electricity.
							†6						
	Station J, Baltimore			1.90	*12	4	†4						
							†6						
	Station J, Substation No. 26			1.02	*12	4	†4						
							†6						
	Substation No. 26, Station J			1.02	*12	4	†4						
							†6						
	Substation No. 26, Highlandtown barn.			.15	*12	4	†4						
							†6						

	Highlandtown barn, Substation No. 20.			.15	*12	4	†4 ‡6							
	Highlandtown barn, Substation No. 219.			3.29	*4		†1 ‡2							
	Substation No. 219, Highlandtown barn.			3.29	*4		†1 ‡2							
813010	Baltimore, Station A, Station G	City and Suburban Rwy. Co.	16.32											
	Station A, Station H			3.53	*10	2	†2 ‡4							
	Station H, Station A			3.30	*10	2	†2 ‡4							
	Station H, Waverly barn			1.59	*10	2	†2 ‡4							
	Waverly barn, Station H			1.59	*10	2	†2 ‡4							
	Waverly barn, Substation No. 5			.34	*11	4	†4 ‡6							
	Substation No. 5, Waverly barn			.34	*11	4	†4 ‡6							
	Substation No. 5, Substation No. 18			1.49	*11	4	†4 ‡6							
	Substation No. 18, Substation No. 5			1.49	*11	4	†4 ‡6							
	Substation No. 18, North and Fayette streets.			1.16	*11	4	†4 ‡6	107,458.79	15	8	do	11.43	12,282.53	Do.
	Holiday and Fayette streets, Substation No. 18.			1.15	*11	4	†4 ‡6							
	North and Fayette streets, Pratt and Howard streets.			.72	*11	4	†4 ‡6							
	Pratt and Howard streets, Holiday and Fayette streets.			.72	*11	4	†4 ‡6							
	Pratt and Howard streets, Columbia avenue barn.			1.12	*1	2	†2 ‡2							
	Columbia avenue barn, Pratt and Howard streets.			1.12	*1	2	†2 ‡2							
	Pratt and Howard streets, Station D.			3.17	*10	2	†2 ‡4							
	Station D, Pratt and Howard streets.			3.17	*10	2	†2 ‡4							
	Station D, Station G			4.44	*10	2	†2 ‡4							
	Station G, Station D			4.44	*10	2	†2 ‡4							
813011	Washington, D. C. (Thirty-sixth and M streets), East End, Va.	Washington, Arlington and Falls Church Rwy. Co.§	6.83											
	Thirty-sixth and M streets, Roslyn (n. o.), Va.			.33	2	1	1							
	Roslyn (n. o.), Va., Thirty-sixth and M streets.			.33	2	1	1							
	Roslyn (n. o.), Va., Ballston, Va.			3.00	2	1	1	9,165.86			Closed pouch		266.75	Do.

* Week days, 303. † Holidays, 4. ‡ Holidays, 6. § Agreement.

F².—*Electric and cable car mail service in operation July 1, 1897*—Continued.

Route No.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Length of trip.	Single trips per day. Week days (306).	Sundays (52).	Holidays (7).	Annual car miles.	Size of car.	Class of service.	Cost per mile traveled.	Annual rate of expenditure.	Motive power.
	MARYLAND AND DISTRICT OF COLUMBIA—continued.		*Miles.*	*Miles.*					*Ft. In.*		*Cents.*	*Dollars.*	
313011-Cont'd.	Washington, D. C. (Thirty-sixth and M streets), East End, Va.	Washington, Arlington and Falls Church Rwy. Co.*											
	Ballston, Va., Roslyn (n. o.), Va.			3.00	2	1	1						
	Ballston, Va., East End, Va.			3.50	2	1	1						
	East End, Va., Ballston, Va.			3.50	2	1	1						
313012	Washington, D. C. (Thirty-sixth and M streets), Fort Myer, Va.	Washington, Arlington and Falls Church Rwy. Co.*	2										
	Thirty-sixth and M streets, Roslyn (n. o.), Va.			.33	3	1	1						
	Roslyn (n. o.), Va., Thirty-sixth and M streets.			.33	3	1	1	3,908.00	.....	Closed pouch	.....	113.75	Electricity.
	Roslyn (n. o.), Va., Fort Myer, Va.			1.77	3	1	1						
	Fort Myer, Va., Roslyn (n. o.), Va.			1.77	3	1	1						
313013	Washington, D. C. (Tenth street and Florida avenue), Four-and-a-half and O streets, SW.	Metropolitan R. R. Co	3.91										
	Tenth street and Florida avenue, Substation No. 21.			1.31	10	2	5						
	Substation No. 21, Tenth street and Florida avenue.			1.31	10	2	5						
	Substation No. 21, general post-office.			.25	10	2	5						
	General post-office, Substation No. 21.			.25	10	2	5						
	General post-office, Substation No. 29.			.08	10	2	5						
	Substation No. 29, general post-office.			.08	10	2	5	25,016.18	16 0	Trailer	6.00	1,500.97	Do.
	Substation No. 29, B. & P. R. R.			.64	10	2	5						
	B. & P. R. R., Substation No. 29.			.64	10	2	5						
	B. & P. R. R., Station D			.85	10	2	5						
	Station D, B. & P. R. R			.85	10	2	5						
	Station D, Marshall Hall wharf.			1.05	10	2	5						
	Marshall Hall wharf, Norfolk wharf.			.03	10	2	5						
	Norfolk wharf, Station D			.48	10	2	5						

	[illegible] Capitol, Connecticut and Florida avenues.													
	Fifteenth and East Capitol street, Station B.			.97	10	2	5							
	Station B, Fifteenth and East Capitol streets.			.97	10	2	5							
	Station B, Baltimore and Ohio Railroad.			.82	10	2	5							
	Baltimore and Ohio Railroad, Station B.			.82	10	2	5							
	Baltimore and Ohio Railroad, Substation No. 10.			.63	10	2	5							
	Substation No. 10, Baltimore and Ohio Railroad.			.57	10	2	5							
	Substation No. 10, general post-office.			.11	10	2	5							
	General post-office, Substation No. 10.			.11	10	2	5							
	General post-office, Substation No. 29.			.23	10	2	5							
	Substation No. 29, general post-office.			.23	10	2	5	31,222.24	16	0	....do....	6.00	1,873.33	Do.
	Substation No. 29, Station C			.41	10	2	5							
	Station C, Substation No. 29			.41	10	2	5							
	Station C, Substation No. 35			.38	10	2	5							
	Substation No. 35, Station C			.38	10	2	5							
	Substation No. 35, Substation No. 4.			.48	10	2	5							
	Substation No. 4, Substation No. 35.			.48	10	2	5							
	Substation No. 4, Substation No. 33.			.85	10	2	5							
	Substation No. 33, Substation No. 4.			.85	10	2	5							
	Substation No. 33, Connecticut and Florida avenues.			.03	10	2	5							
	Connecticut and Florida avenues, Substation No. 33.			.03	10	2	5							
			82.01					426,838.41					39,754.14	
	VIRGINIA.													
314001	Alexandria, Arcturus	Washington, Alexandria and Mt. Vernon Electric Rwy.	5.29											
	Alexandria, New Alexandria			2.09	3	....	3							
	New Alexandria, Alexandria			2.09	3	....	3							
	New Alexandria, Arcturus			3.20	1	....	1	5,928.22	.....		Closed pouch	.....	250.00	Electricity.
	Arcturus, New Alexandria			3.20	1	....	1							

* Agreement.

F[1].—*Electric and cable car mail service in operation July 1, 1897*—Continued.

Route No.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Length of trip.	Single trips per day. Week days (306).	Sundays (52).	Holidays (7).	Annual car miles.	Size of car.	Class of service.	Cost per mile traveled.	Annual rate of expenditure.	Motive power.
	VIRGINIA—continued.		*Miles.*	*Miles.*					*Ft. In.*		*Cents.*	*Dollars.*	
314002	Charlottesville, Jefferson Park Station (n. o.).	Jefferson Park Hotel Co.	1										
	Charlottesville, Jefferson Park Station (n. o.)			1								(*)	
	Jefferson Park Station (n. o.), Charlottesville.			1									
314003	Norfolk, Ocean View	Norfolk & Ocean View R. R.	8.50										
	Norfolk, Ocean View			8.50	3	1	3	16,847		Closed pouch		505.41	Electricity.
	Ocean View, Norfolk			8.50	3	1	3						
			14.79					22,775.22				755.41	
	WEST VIRGINIA.												
316001	Benwood, W. Va., Martins Ferry (Ohio)	Wheeling Rwy. Co.	7.79										
	Benwood, Wheeling			3.85	3		3						
	Wheeling, Benwood			3.85	3		3						
	Wheeling, Zane and Huron streets			1.30	12		12						
	Zane and Huron streets Wheeling			1.30	15		15						
	Zane and Huron streets, Bridgeport.			.20	7		7	26,792.80		Closed pouch		803.78	Electricity.
	Bridgeport Zane and Huron streets			.20	10		10						
	Zane and Huron streets, Martins Ferry.			2.40	5		5						
	Martins Ferry, Zane and Huron streets.			2.40	5		5						
316002	Huntington, Substation No. 1	Consolidated Light and Rwy. Co.	2										
	Huntington, Substation No. 1			2	3	3	3	4,380		Closed pouch		200.00	Do.
	Substation No. 1, Huntington			2	3	3	3						
			9.79					31,172.80				1,003.78	
	NORTH CAROLINA.												
318001	Pinehurst, Southern Pines Station (n. o.).	Pinehurst Electric Rwy. Co.	7							(†)			

	GEORGIA.											
321001	Savannah, Isle of Hope	Savannah, Thunderbolt, and Isle of Hope Rwy. Co.	7.87									
	Savannah, Thunderbolt			4	1	....	1	4,926.62	.....	Closed pouch	.....	200.00	Electricity.
	Thunderbolt, Savannah			4	1	....	1						
	Thunderbolt, College			.37	1	....	1						
	College, Thunderbolt			.37	1	....	1						
	College, Isle of Hope			3.50	1	....	1						
	Isle of Hope, College			3.50	1	....	1						
	FLORIDA.											
323001	Tampa, Substation No. 2	Consumers Electric Light and Street Rwy Co.	2.12									
	Tampa, Substation No. 2			2.12	1	....	1	1,327.12	.....	Closed pouch	.....	150.00	Electricity.
	Substation No. 2, Tampa			2.12	1	....	1						
	TENNESSEE.											
327001	Knoxville, Fountain City	Fountain Head R. R. Co	5.65									
	Knoxville, Fountain City			5.65	2	....	2	7,073.80	.....	Closed pouch	.....	250.00	Electricity.
	Fountain City, Knoxville			5.65	2	....	2						
327002	Memphis, Substation No. 1	Citizen's Street R. R. Co	2.50									
	Memphis, Substation No. 1			2.50	‡3	1	‡1	4,875	.....	do	.....	200.00	Do.
	Substation No. 1, Memphis			2.50	‡3	1	‡1						
327003	Memphis Substation No. 2	Citizen's Street R. R. Co	5.33									
	Memphis, Substation No. 2			5.33	‡2	1	‡1	7,142.20	.....	do	.....	250.00	Do.
	Substation No. 2, Memphis			5.33	‡2	1	‡1						
327004	Nashville, West Nashville	Citizen's Rapid Transit Co	3.83									
	Nashville, West Nashville			3.83	§2	1	§1	4,963.68	.....	do	.....	200.00	Do.
	West Nashville, Nashville			3.83	§2	....	§1						
327005	Memphis, Lichen	Citizen's Street R. R. Co	3.14									
	Memphis, Lichen			3.14	‖2	1	‖1	4,207.60	.....	do	.....	200.00	Do.
	Lichen, Memphis			3.14	‖2	1	‖1						
			20.45					28,262.28				1,100.00	
	KENTUCKY.											
329001	Cincinnati, Ohio, Milldale, Ky	Cincinnati, Newport and Covington Rwy. Co.‡	6.15									
	Cincinnati, Covington			1.07	8	3	8	17,688.43	.....	Closed pouch	.....	500.00	Electricity.
	Covington, Cincinnati			1.07	8	3	8						
	Covington, C. & O. Rwy. depot (n. o.)			1.38	5	3	5						
	C. & O. Rwy. depot (n. o.), Covington			.57	9	6	9						
	Covington, Milldale			3.13	4	....	4						
	Milldale, Covington			3.13	4	....	4						

*Gratuitous service. † Without compensation. ‡ Week days, 305; holidays, 8. § Week days, 309; holidays, 4. ‖ Week days, 308; holidays, 5.

F².—*Electric and cable car mail service in operation July 1, 1897*—Continued.

Route No.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Length of trip.	Single trips per day. Week days (306).	Sundays (52).	Holidays (7).	Annual car miles.	Size of car.	Class of service.	Cost per mile traveled.	Annual rate of expenditure.	Motive power.
	KENTUCKY—continued.		*Miles.*	*Miles.*					*Ft. In.*		*Cents.*	*Dollars.*	
329002	Cincinnati, Ohio, Newport, Ky., Substation No. 1.	Cincinnati, Newport and Covington Rwy. Co.*	6.97										
	Cincinnati, Transfer Station			1.33	6	2	6						
	Transfer Station, Cincinnati			1.33	7	2	7	12,465.31	.....	Closed pouch	.....	350.00	Electricity.
	Transfer Station, Substation No. 1			5.05	2	1	1						
	Substation No. 1, Transfer Station			5.05	2	1	1						
329003	Newport (Station A), Covington	Cincinnati, Newport and Covington Rwy. Co.*	4.68										
	Station A, Transfer Station			1.83	4	1	3						
	Transfer Station, Station A			1.83	4	1	3						
	Transfer Station, Newport			.50	12	4	10						
	Newport, Transfer Station			.50	9	3	8						
	Newport, Eleventh and York streets.			.38	6	....	6						
	Eleventh and York streets, Newport.			.38	10	1	10	15,060.70	.....	....do	.....	300.00	Do.
	Eleventh and York streets, Covington.			1.97	4	....	4						
	Covington, Eleventh and York streets.			1.97	4	....	4						
329004	Covington, Ludlow	Cincinnati, Newport and Covington Rwy. Co.*	2.66										
	Covington, Ludlow			2.66	4	1	4	6,937.28	.....	....do	.....	200.00	Do.
	Ludlow, Covington			2.66	4	1	4						
			20.46					52,151.72				1,350.00	
	OHIO.												
331001	Newark, Granville	Newark Consolidated Electric Rwy. Co.	7.87										
	Newark, Granville			7.87	2	....	2	12,316.55	.....	Closed pouch	.....	369.50	Electricity.
	Granville, Newark			7.87	3	....	3						
331002	Canton, Massillon	Canton-Massillon Electric Rwy. Co.	8										
	Canton, Redurban			3.80	2	....	2						
	Redurban, Canton			3.80	2	....	2						
	Redurban, Massillon			4.20	2	....	2	10,016.00	.....	....do	.....	300.48	Do.
	Massillon, Redurban			4.20	2	....	2						

	streets), Station E.			2.08	4	2	4					
	Station E (Liberty and Main streets), Cincinnati.			2.08	4	2	4					
	Station E, St. Bernard			2.46	4	....	4	20,061.92	.....	do	.....	400.00	Do.
	St. Bernard, Station E			2.46	4	....	4					
	St. Bernard, Elmwood Place			1.89	4	....	4					
	Elmwood Place, St. Bernard			1.89	4	....	4					
	Elmwood Place, Carthage			.66	4	....	4					
	Carthage, Elmwood Place			.66	4	....	4					
331004	Sandusky, Norwalk	Sandusky, Milan and Norwalk Electric Rwy. Co. *	17.26									
	Sandusky, State Soldiers' Home			2.57	5	1	5					
	State Soldiers' Home, Sandusky			2.57	5	....	5					
	State Soldiers' Home, Bogart			2.40	5	1	5					
	Bogart, State Soldiers' Home			2.40	5	....	5					
	Bogart, Avery			4.70	5	1	5	48,649.84	.....	do	.....	1,000.00	Do.
	Avery, Bogart			4.70	5	....	5					
	Avery, Milan			2.55	5	1	5					
	Milan, Avery			2.55	5	....	5					
	Milan, Norwalk			5.04	3	1	3					
	Norwalk, Milan			5.04	3	....	3					
331005	Cleveland, Euclid	Cleveland Electric Rwy. Co.*	10.63									
	Cleveland, Station B			2.33	15	6	15					
	Station B, Cleveland			2.33	11	2	11					
	Station B, Substation No. 2			3	4	3	4					
	Substation No. 2, Station B			3	4	1	4					
	Substation No. 2, East Cleveland			2.80	3	1	3	37,914.22	.....	do	.....	900.00	Do.
	East Cleveland, Substation No. 2			2.80	3	1	3					
	East Cleveland, Euclid			2.50	3	1	3					
	Euclid, East Cleveland			2.50	3	1	3					
331006	Cleveland, Substation No. 1	Cleveland Electric Rwy. Co.*	5.25									
	Cleveland, Station D			3.49	12	6	3					
	Station D, Cleveland			3.49	7	2	3					
	Station D, Substation No. 1			1.76	4	2	2	26,441.21	.....	do	.....	500.00	Do.
	Substation No. 1, Station D			1.76	4	1	2					
331007	Cleveland, Station A	Cleveland Electric Rwy. Co.*	1.37									
	Cleveland, Station A			1.37	12	6	6					
	Station A, Cleveland			1.37	10	2	5	9,898.25	.....	do	.....	250.00	Do.
331008	Cleveland, Station C	Cleveland City Rwy. Co.	2.33									
	Cleveland, Station C			2.33	12	5	6					
	Station C, Cleveland			2.33	8	2	4	15,270.82	.....	do	.....	458.12	Do.
331009	Cleveland, Glenville	Cleveland City Rwy. Co.	4.77									
	Cleveland, Glenville			4.77	3	1	1					
	nville, Cleveland			4.77	3	1	1	9,320.58	.....	do	.....	279.61	o

* Agreement.

F².—*Electric and cable car mail service in operation July 1, 1897*—Continued.

Route No.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Length of trip.	Single trips per day. Week days (306).	Sundays (52).	Holidays (7).	Annual car miles.	Size of car.	Class of service.	Cost per mile traveled.	Annual rate of expenditure.	Motive power.
	OHIO—continued.		*Miles.*	*Miles.*					*Ft. In.*		*Cents.*	*Dollars.*	
331010	Cleveland, Willard	Cleveland City Rwy. Co	7.59										
	Cleveland, Substation No. 7			3.50	2	....	1						
	Substation No. 7, Cleveland			3.50	2	....	1						
	Substation No. 7, Lakewood			2.25	2	....	1						
	Lakewood, Substation No. 7			2.25	2	....	1	9,390.42	.....	Closed pouch.	.....	281.89	Electricity
	Lakewood, Willard			1.83	2	....	1						
	Willard, Lakewood			1.83	2	....	1						
331011	Piqua, Troy	Miami Valley Rwy. Co.*	9										
	Piqua, Troy			9	3	....	3	16,902	.....	.....do	.....	400.00	Do.
	Troy, Piqua			9	3	....	3						
331012	Elyria, Lorain	Lorain Street Rwy. Co.*	9.30										
	Elyria, Lorain			9.30	7	....	7	40,752.60	.....	.....do	.....	700.00	Do.
	Lorain, Elyria			9.30	7	....	7						
331013	Columbus, Blendon	Columbus Central Rwy. Co	10.82										
	Columbus, Milo			2.36	2	....	2						
	Milo, Columbus			2.36	2	....	2						
	Milo, Grogan			.89	2	....	2						
	Grogan, Milo			.89	2	....	2						
	Grogan, Waldonplains			2.17	2	....	2						
	Waldonplains, Grogan			2.17	2	....	2	13,546.64	.....	.....do	.....	406.39	Do.
	Waldonplains, Mifflinville			1.12	2	....	2						
	Mifflinville, Waldonplains			1.12	2	....	2						
	Mifflinville, Maple Heights			1.02	2	....	2						
	Maple Heights, Mifflinville			1.02	2	....	2						
	Maple Heights, Blendon			3.26	2	....	2						
	Blendon, Mapleheights			3.26	2	....	2						
331014	Clintonville, Substation No. 3 (Columbus).	Columbus Street Rwy. Co.	8.09										
	Clintonville, Substation No. 1			1.08	2	....	2						
	Substation No. 1, Clintonville			1.08	2	....	2						
	Substation No. 1, Station A			2.24	2	....	2						
	Station A, Substation No. 1			2.24	2	....	2	13,369.28	.....	.....do	.....	401.07	Do.
	Station A, Columbus			1.99	3	1	2						
	Columbus, Station A			1.99	6	1	4						
	Columbus, Substation No. 3			2.78	2	....	1						
	Substation No. 3, Columbus			2.78	2	....	1						

	Station D, Hydepark	Cincinnati Street Rwy. Co.*	3.02											
	Hydepark, Station D			3.02	2	1	2	4,005.12			do		150.00	Do.
331016	Cincinnati (general post-office, general post-office).	Cincinnati Street Rwy. Co.	12.55	3.02	2	1	2							
	General post-office, Station D			2.40	8	....	8							
	Station D, Station E			1.18	8	....	8							
	Station E, Station A			3.46	8	....	8	31,425.20	15	6	Separate	11.62	3,651.60	Do.
	Station A, Station B			2.78	8	....	8							
	Station B, general post-office			2.73	8	....	8							
331017	Cincinnati (Station A), Station K	Cincinnati Street Rwy. Co.*	3.25											
	Cincinnati, Station A, Station K			3.25	4	....	2	7,997.48			Closed pouch		200.00	Do.
	Station K, Station A			3.25	4	....	2							
331018	Youngstown, Substation No. 2 (Brier Hill), Substation No. 1, (Haselton).	Mahoning Valley Rwy. Co.*	3.93											
	Youngstown, Substation No. 2 (Brier Hill), Substation No. 1 (Haselton).			3.93	4	1	4	10,249.44			do		250.00	Do.
	Substation No. 1 (Haselton), Youngstown, Substation No. 2 (Brier Hill).			3.93	4	1	4							
331019	Dayton, National Military Home	The People's Rwy. Co	3.85											
	Dayton, National Military Home			3.85	3	1	1	7,522.90			do		250.00	Do.
	National Military Home, Dayton			3.85	3	1	1							
331020	Cincinnati, Station D	Cincinnati Street Rwy. Co.	2.32											
	Cincinnati, Station D			2.32	....	2	....	482.56			do		150.00	Do.
	Station D, Cincinnati			2.32	....	2	....							
331021	Vacant.													
331022	Vacant.													
331023	Cleveland (Substation No. 1), Northfield.	Akron, Bedford and Cleveland R. R. Co.*	10.84											
	Substation No. 1, Bedford			5.55	2	....	2							
	Bedford, Substation No. 1			5.55	2	....	2	13,571.68			do		200.00	Do.
	Bedford, Northfield			5.29	2	....	2							
	Northfield, Bedford			5.29	2	....	2							
			149.88					359,200.71					11,498.66	
	ILLINOIS.													
335001	Moline, Milan	Tri-City Rwy. Co.	8.72											
	Moline, Rock Island			3.46	2	....	2							
	Rock Island, Moline			3.46	2	....	2	7,024.68			Closed pouch		250.00	Electricity.
	Rock Island, Milan			5.26	1	....	1							
	Milan, Rock Island			5.26	1	....	1							
335002	Peoria, North Peoria	Central Rwy. Co.	2.02											
	Peoria, North Peoria			2.02	2	....	2	2,529.04			do		175.00	Do.
	North Peoria, Peoria			2.02	2	....	2							

* Agreement.

F².—*Electric and cable car mail service in operation July 1, 1897*—Continued.

Route No.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Length of trip.	Single trips per day. Week days (306).	Sundays (52).	Holidays (7).	Annual car miles.	Size of car.	Class of service	Cost per mile traveled.	Annual rate of expenditure.	Motive power.
	ILLINOIS—continued.												
			Miles.	*Miles.*					*Ft. In.*		*Cents.*	*Dollars.*	
335003	Chicago, Station E	West Chicago Street R. R. Co.	4.97										
	Chicago, Station C			1.56	11	2	3						
	Station C, Chicago			1.56	11	2	3						
	Station C, Station D			1.47	11	2	3						
	Station D, Station C			1.47	11	2	3	34,700.54	20 0	Trailer	7.50	2,602.54	Cable.
	Station D, Station E			1.94	11	2	3						
	Station E, Station D			1.94	11	2	3						
335004	Chicago, Station G	West Chicago Street R. R. Co.	3.97										
	Chicago, Station F			1.94	10	2	3						
	Station F, Chicago			1.94	10	2	3						
	Station F, Station G			2.03	10	2	3	25,288.90	20 0	.....do	7.50	1,896.66	Do.
	Station G, Station F			2.03	10	2	3						
335005	Chicago, Station B	North Chicago Street R. R. Co.	3.97										
	Chicago, Station A			2.20	10	2	3						
	Station A, Chicago			2.20	10	2	3						
	Station A, Station B			1.77	10	2	3	24,891.90	18 4	.....do	6.87	1,710.07	Do.
	Station B, Station A			1.77	10	2	3						
335006	Chicago, Station N	Chicago City Rwy. Co	7.73										
	Chicago, Station L			2.90	11	2	3						
	Station L, Chicago			2.90	11	2	3						
	Station L, Station M			1.88	11	2	3						
	Station M, Station L			1.88	11	2	3	53,970.86	24 6	.....do	8.34	4,501.16	Do.
	Station M, Station N			2.95	11	2	3						
	Station N, Station M			2.95	11	2	3						
335007	Urbana, Champaign	Urbana and Champaign Rwy., Gas and Electric Co.	2.35										
	Urbana, Champaign			2.35	6	1	6	9,071	.....	Closed pouch	.....	272.13	Electricity.
	Champaign, Urbana			2.35	6	1	6						
			33.73					158,076.92				11,407.56	

	MICHIGAN.											
337001	Manistee, Filer City	Manistee, Filer City and Eastlake Rwy. Co.	4.85									
	Manistee, Oakhill			3.08	2	....	2	5,446.20	.....	Closed pouch	250.00	Electricity.
	Oakhill, Manistee			3.08	2	....	2					
	Oakhill, Filer City			1.27	2	....	2					
	Filer City, Oakhill			1.27	2	....	2					
337002	Huronia Beach, Tunnel Depot at Port Huron, Mich.	City Electric Rwy. Co.*	7									
	Huronia Beach, Tunnel Depot at Port Huron, Mich.			7	†3	....	....	3,311	.....	.....do	33.33	Do.
	Tunnel Depot at Port Huron, Mich., Huronia Beach.			7	†4	†1	....					
			11.35					8,757.20			283.33	
	MINNESOTA.											
341001	St. Paul, Minneapolis	Twin City Rapid Transit Co.	10.58	.....	.....	.....	.....	.....	.....	.....	452.29	Electricity.
	IOWA.											
343001	Des Moines, Substations 1, 2, 3, and 6	Des Moines City Rwy. Co. ‡	10.59									
	Des Moines, Substation No. 1			.84	7	2	2	28,336.44	.....	Closed pouch	680.00	Electricity.
	Substation No. 1, Des Moines			.84	10	1	1					
	Des Moines, Substation No. 2			2.64	5	1	1					
	Substation No. 2, Des Moines			2.64	4	2	2					
	Des Moines, Substation No. 3			3.29	6	2	2					
	Substation No. 3, Des Moines			3.29	4	2	2					
	Des Moines, Substation No. 6			3.82	2	1	1					
	Substation No. 6, Des Moines			3.82	2	1	1					
343002	Vacant.											
343003	Vacant.											
343004	Council Bluffs, Omaha, Nebr.	Omaha and Council Bluffs Rwy. and Bridge Co.	4.38									
	Council Bluffs, Omaha			4.38	7	4	7	21,015.24	.....	.....do	630.45	Do.
	Omaha, Council Bluffs			4.38	7	4	7					
			14.97					49,351.68			1,310.45	
	MISSOURI.											
345001	St. Louis circuit	Union Depot R. R. Co.	13.66									
	Northward:											
	General post-office, Substation No. 25.			1.23	6	3	4					
	Substation No. 25, Station A			1.30	6	3	4					
	Station A, Substation No. 21			1.05	6	3	4					
	Substation No. 21, Substation No. 20.			.79	6	3	4					
	Substation No. 20, Substation No. 11.			1.13	5	3	4					
	Substation No. 11, Grand avenue and Arsenal street			3.16	5	3	4					
	Grand avenue and Arsenal street, Station E.			1.80	3	1	2					

*By agreement (July 1 to September 15, each year). †Sixty-six week days, 11 Sundays, and no holidays. ‡Agreement.

F².—*Electric and cable car mail service in operation July 1, 1897*—Continued.

Route No.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Length of trip.	Single trips per day.			Annual car miles.	Size of car.	Class of service.	Cost per mile traveled.	Annual rate of expenditure.	Motive power.
					Week days (306).	Sundays (52).	Holidays (7).						
	MISSOURI—continued.		*Miles.*	*Miles.*					*Ft. In.*		*Cents.*	*Dollars.*	
345001-Cont'd.	St. Louis circuit	Union Depot R.R.Co											
	Northward:												
	Station E, Station D			.71	3	1	2						
	Station D, general post-office			2.17	3	1	2						
	Substation No. 20, general post-office.			3.59	1	....	....						
	Grand avenue and Arsenal street, Station D.			4.97	2	2	2						
	Station D, Substation No. 23			1.07	2	2	2						
	Substation No. 23, Station E			.42	2	2	2						
	Station E, general post-office			1.05	2	2	2						
	Southward:												
	General post-office, Station E and Substation No. 18.			1.05	4	1	2	52,570.21	*28 0	Separate	13.50	7,096.97	Electricity.
	Station E, Substation No. 23			.42	4	1	2						
	Substation No. 23, Station D			1.28	4	1	2						
	Station D, Substation No. 19			.79	3	1	2						
	Substation No. 19, Substation No. 11.			4.12	3	1	2						
	Substation No. 11, Substation No. 20.			1.13	5	1	3						
	Substation No. 20, Substation No. 21.			.79	5	1	3						
	Substation No. 21, Station A			1.05	5	1	3						
	Station A, general post-office			2.98	5	1	3						
	Station D and Substation No. 13 via Meramac and Virginia to Substation No. 23.			7.40	1	....	....						
	Substation No. 23, Station E and Substation No. 18.			.42	1	....	....						
	Station E and Substation No. 18, general post-office.			1.05	1	....	....						
	General post-office, Station E			2.17	2	....	1						
	Station E, Station D			.37	2	....	1						
	Station D, Substation No. 19			.79	2	....	1						
	Substation No. 19, Substation No. 11.			4.12	2	....	1						

345002	St. Louis, Florissant	St. Louis and Suburban Rwy. Co.	18 10										
	St. Louis, Substation No. 9			.65	5	1	2						
	Substation No. 9, St. Louis			.65	5	1	2						
	Substation No. 9, Substation No. 14			1.16	5	1	2						
	Substation No. 14, Substation No. 9			1.16	5	1	2						
	Substation No. 14, Station C			1.22	5	1	2						
	Station C, Substation No. 14			1.22	5	1	2						
	Station C, Substation No. 16			.93	3	1	3						
	Substation No. 16, Station C			.93	3	1	3						
	Substation No. 16, Substation No. 12.			1.63	3	1	3	31,709.24	14	0	Apartment	10.50	3,329.47	Do.
	Substation No. 12, Substation No. 16.			1.63	3	1	3						
	Substation No. 12, Wellston			1.99	2	1	2						
	Wellston, Substation No. 12			1.99	2	1	2						
	Wellston, Normandy			2.82	2	1	2						
	Normandy, Wellston			2.82	2	1	2						
	Normandy, Kinlock			3.69	2	1	2						
	Kinlock, Normandy			3.69	2	1	2						
	Kinlock, Florissant			4.01	2	1	2						
	Florissant, Kinlock			4.01	2	1	2						
345008	St. Louis, Webster Groves	St. Louis and Meramac River R. R. Co.	12.11										
	St. Louis, Substation No. 9			.65	4	1	5						
	Substation No. 9, St. Louis			.65	4	1	5						
	Substation No. 9, Substation No. 14.			1.16	4	1	5						
	Substation No. 14, Substation No. 9.			1.16	4	1	5						
	Substation No. 14, Station C			1.22	4	1	5						
	Station C, Substation No. 14			1.22	4	1	5						
	Station C, Substation No. 10			.99	4	1	4						
	Substation No. 10, Station C			.99	4	1	4						
	Substation No. 10, Substation No. 17.			.65	4	1	4						
	Substation No. 17, Substation No. 10.			.65	4	1	4	27,280.86	14	0	do	10.50	2,864.49	Do.
	Substation No. 17, Maplewood			3.97	4	1	4						
	Maplewood, Substation No. 17			3.97	4	1	4						
	Maplewood, Bartold			.91	2	1	2						
	Bartold, Maplewood			.91	2	1	2						
	Bartold, Tuxedo			.65	2	1	2						
	Tuxedo, Bartold			.65	2	1	2						
	Tuxedo, Old Orchard			.75	2	1	2						
	Old Orchard, Tuxedo			.75	2	1	2						
	Old Orchard, Webster Groves			1.16	2	1	2						
	Webster Groves, Old Orchard			1.16	2	1	2						
			43.87					111,560.31					13,290.93	

*Department pays for 20 feet only.

F[1].—*Electric and cable car mail service in operation July 1, 1897*—Continued.

Route No.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Length of trip.	Single trips per day. Week days (306).	Sundays (52).	Holidays (7).	Annual car miles.	Size of car.	Class of service.	Cost per mile traveled.	Annual rate of expenditure.	Motive power.
	TEXAS.		*Miles.*	*Miles.*					*Ft. In.*		*Cents.*	*Dollars.*	
350001	Houston, Houston Heights	Houston City Street Rwy. Co.	5.70										
	Houston, Brunner Junction (n. o.)			2.40	4	2	4						
	Brunner Junction (n. o.), Houston			2.40	4	2	4						
	Brunner Junction (n. o.), Brunner			.75	2	1	2						
	Brunner, Brunner Junction (n. o.)			.75	2	1	2	10,983.60	.....	Closed pouch.	.....	329.50	Electricity.
	Brunner Junction (n. o.), Houston Heights.			2.55	2	1	2						
	Houston Heights, Brunner Junction (n. o.).			2.55	2	1	2						
	NEBRASKA.												
357001	Lincoln, Bethany, and University Place.	Lincoln Street Rwy. Co	10.07										
	Lincoln, Bethany			5.19	3	....	3						
	Bethany, Lincoln			5.19	3	....	3						
	Lincoln, University Place			4.88	3	....	3	18,911.46	.....	Closed pouch.	.....	567.34	Electricity.
	University Place, Lincoln			4.88	3	....	3						
357002	Vacant.												
357003	Lincoln, Normal, and Collegeview	Lincoln Street Rwy. Co	10.30										
	Lincoln, Normal			4.69	2	....	2						
	Normal, Lincoln			4.69	2	....	2						
	Lincoln, Collegeview			5.61	2	2	....	12,895.60	.....	.....do	.....	386.86	Do.
	Collegeview, Lincoln			5.61	2	2	....						
357004	Vacant.												
357005	Omaha (Fourteenth and Dodge streets), South Omaha.	Omaha Street Rwy. Co	4.18										
	Omaha, South Omaha			4.18	8	1	8						
	South Omaha, Omaha			4.18	13	3	13	28,344.58	.....	.....do	.....	850.34	Do.
357006	Omaha (Union Depot), Omaha	Omaha Street Rwy. Co	1.05										
	Union Depot, Omaha			1.05	16	5	16						
	Omaha, Union Depot			1.05	12	7	12	9,857.40	.....	.....do	.....	295.72	Do.
			25 60					70,009.04				2,100.26	

365001	MONTANA. Bozeman, Northern Pacific R. R. Station.	Gallatin Light, Power and Rwy. Co.	1.12										
	Bozeman, Northern Pacific R. R. Station.			1.12	2	2	2	1,635.20		Closed pouch		150.00	Electricity.
	Northern Pacific R. R. Station, Bozeman.			1.12	2	2	2						
	COLORADO.												
365001	Denver, University Park	Denver Consolidated Tramway Co.	10.20										
	Denver, Station A			2.90	4	2	3	22,292.80		Closed pouch		668.78	Electricity.
	Station A, Denver			2.90	4	2	3						
	Denver, University Park			7.30	3	1	3						
	University Park, Denver			7.30	3	1	3						
365002	Denver, Barnum	Denver, Lakewood and Golden R. R. Co.	5.19										
	Denver, Villapark			2.15	3	1	3	6,949.00		do		250.00	Do.
	Villapark, Denver			2.15	4	2	4						
	Villapark, Barnum			3.04	1	....	1						
	Barnum, Villapark			3.04	1	....	1						
365003	Denver, Harman	Denver Consolidated Tramway Co.	13.82										
	Denver, Elyria			4.58	2	1	2	17,778.90		do		533.36	Do.
	Elyria, Denver			4.58	2	1	2						
	Denver, Montclair			5.14	2	....	2						
	Montclair, Denver			5.14	2	....	2						
	Denver, Harman			4.10	2	....	2						
	Harman, Denver			4.10	2	....	2						
365004	Vacant.												
365005	Vacant.												
365006	Denver, Edgewater	Denver Consolidated Tramway Co.	7.50										
	Denver, Alcott			3.66	2	....	2	12,193.20		do		365.79	Do.
	Alcott, Denver			3.66	2	....	2						
	Denver, Highlands			1.88	3	1	3						
	Highlands, Denver			1.88	3	1	3						
	Highlands, Edgewater			1.96	3	1	3						
	Edgewater, Highlands			1.96	3	1	3						
			36.71					59,214.05				1,817.93	
	UTAH.												
369001	Salt Lake City, Murray	Salt Lake Rapid Transit Co.	7.14										
	Salt Lake City, Miller			4.48	2	1	2	9,681.84		do		200.46	Do.
	Miller, Salt Lake City			4.48	2	1	2						
	Miller, Murray			2.66	2	1	2						
	Murray, Miller			2.66	2	1	2						

* Daily, except Saturday, between Lincoln and Collegeview.

F².—*Electric and cable car mail service in operation July 1, 1897*—Continued.

Route No.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Length of trip.	Single trips per day. Week days (306).	Sundays (52).	Holidays (7).	Annual car miles.	Size of car.	Class of service.	Cost per mile traveled.	Annual rate of expenditure.	Motive power.
	WASHINGTON.		*Miles.*	*Miles.*					*Ft. In.*		*Cents.*	*Dollars.*	
371001	Tacoma, Steilacoom City	Tacoma Railway Co	12.27	11.03	2	....	2	15,362.04	.....	Closed pouch	.....	460.86	Electricity.
	Tacoma, Fort Steilacoom		.....	11.03	2	....	2						
	Fort Steilacoom, Tacoma		.....	1.24	2	....	2						
	Fort Steilacoom, Steilacoom City		.....	1.24	2	....	2						
	Steilacoom City, Fort Steilacoom		.....										
371002	Olympia, Tumwater	Olympia Light and Power Co.	2.88										
	Olympia, Tumwater		.....	2.88	1	....	1	1,802.88	.....	do	.....	150.00	Do.
	Tumwater, Olympia		.....	2.88	1	....	1						
371003	Tacoma, Midland	Tacoma Traction Co	9.03										
	Tacoma, Hosmer Junction (n. o.)		.....	4.19	1	....	1	6,028.38	.....	do	.....	250.00	Do.
	Hosmer Junction (n. o.), Tacoma		.....	4.19	1	....	1						
	Hosmer Junction (n. o.), Fern Hill		.....	2.10	1	....	1						
	Fern Hill, Hosmer Junction (n. o.)		.....	2.10	1	....	1						
	Fern Hill, Larchmont		.....	1.57	1	....	1						
	Larchmont, Fern Hill		.....	1.57	1	....	1						
	Larchmont, Midland		.....	1.77	1	....	1						
	Midland, Larchmont		.....	1.77	1	....	1						
371004	New Whatcom, Fairhaven	Fairhaven and New Whatcom Rwy. Co.	2.62										
	New Whatcom, Fairhaven		.....	2.62	2	....	2	3,280.24	.....	do	.....	175.00	Do.
	Fairhaven, New Whatcom		.....	2.62	2	....	2						
371005	Ballard, Seattle (n. o.)	West Street and North End Electric Rwy. Co.	6										
	Ballard, Interbay		.....	3.50	3	1	3	11,892	.....	do	.....	856.76	Do.
	Interbay, Ballard		.....	3.50	3	1	3						
	Interbay, Seattle (n. o.)		.....	2.50	3	1	3						
	Seattle (n. o.), Interbay		.....	2.50	3	1	3						
371006	Tacoma (Substation No. 1), Hosmer Junction (n. o.).	Tacoma Traction Co	1.70										
	Tacoma (Substation No. 1), Hosmer Junction (n. o.).		.....	1.70	2	....	2	2,128.40	.....	do	.....	175.00	Do.
	Hosmer Junction (n. o.), Tacoma (Substation No. 1).		.....	1.70	2	....	2						
			35.10					40,493.94				1,567.62	

				Perc fru Ju	Perc fru Ju
			.....	3.96	.....
			.....	1.54	.....
			.....	.52	.....
			.....	4.48	.....
			0.17	.....	3.78
		..	$0.21	.....	1.03
		13	.....	2.98	.....
		.....	554	.....	41.06
		.....	3,512.47	.....	37.15
		.....	$6,761.70	.....	26.29
		.....	811,189.12	.....	34.53
		.14	.....	12.84	.....
		$0.47	.....	17.27	.....
		.10	.....	4.20	.....
		15	.....	10.87	.....
	31	4,488.62	.....	35.10	.....
	55	$7,610.02	.....	1.81	.....
	23.50	121,978.32	.....	3.36	.....
	11.37	.....	.17	.....	1.47
	$24.68	.....	$3.07	.....	2.46
	2.08	.....	.64	.....	23.52
	2,587	.....	128	.....	4.71
	173,475.23	681.23	.....	.39	.....
	9,171,542.69	$1,229,662.22	.....	4.24	.....
	3,704,978.50	241,061.80	.....	6.95	.....
17	33,876,521.19	1,470,724.02	.....	4.53	.....
.. 49	273,190,356.71	4,384,032.22	.....	1.63	.....
10.76	11.04	.28	.....	2.60	.....

F².—*Electric and cable car mail service in operation July 1, 1897*—Continued.

Route No.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Length of trip.	Single trips per day. Weekdays (300).	Sundays (52).	Holidays (7).	Annual car miles.	Size of car.	Class of service.	Cost per mile traveled.	Annual rate of expenditure.	Motive power.
	CALIFORNIA—continued.		*Miles.*	*Miles.*					*Ft. In.*		*Cents.*	*Dollars.*	
376003	San Francisco (Station D), terminus Stanyan street.	Market Street Rwy. Co.	3.82										
	Station D, Station B			1.76	10	2	3						
	Station B, Station D			1.76	10	2	3						
	Station B, Station H			.53	10	2	3						
	Station H, Station B			.53	10	2	3	24,333.40	18 5	Separate	12.90	3,130.00	Cable.
	Station H, term. Stanyan street			1.53	10	2	3						
	Term. Stanyan street, Station H			1.53	10	2	3						
376004	San Francisco, Station D, Sixth avenue and Fulton street.	Market Street Rwy. Co.	4.86										
	Station D, Station A			1.53	9	2	3						
	Station A, Station D			1.53	9	2	3						
	Station A, Station F			.76	9	2	3						
	Station F, Station A			.76	9	2	3						
	Station F, Station M			1.92	4	2	3						
	Station M, Station F			1.92	4	2	3	20,119.68	15 10	do	11.87	2,388.20	Do.
	Station M, Sixth avenue and Fulton street.			.65	4	2	3						
	Sixth avenue and Fulton street, Station M.			.65	4	2	3						
376005	San Francisco, Station D, Twenty-second street switch.	Market Street Rwy. Co.	3.35										
	Station D, Station K			.70	9	2	3						
	Station K, Station D			.70	9	2	3						
	Station K, Station C			2.40	9	2	3						
	Station C, Station K			2.40	9	2	3						
	Station C, Twenty-second street switch.			.25	9	2	3	19,289.80	15 10	do	11.87	2,289.63	Electricity.
	Twenty-second street switch, Station C.			.25	9	2	3						
376006	San Francisco, Station B, Station G.	Market Street Rwy. Co.	1.45										
	Station B, Station G			1.45	7	2	3	6,574.50		Closed pouch		250.00	Cable.
	Station G, Station B			1.45	7	2	3						
			30.47					103,991.06				9,077.05	
	Total 167 routes		1,084.43					3,007,141.29				223,052.64	

G.—*Mail service as in operation June 30, 1896 and June 30, 1897, showing increase and decrease, and percentage of increase and decrease, from June 30, 1896 to June 30, 1897.*

Items.	June 30, 1896.	June 30, 1897.	Increase from June 30, 1896, to June 30, 1897.	Decrease from June 30, 1896, to June 30, 1897.	Percentage of increase from June 30, 1896, to June 30, 1897.	Percentage of decrease from June 30, 1896, to June 30, 1897.
STAR SERVICE.						
Number of routes	20,697	21,517	820		3.96	
Length of routes (miles)	261,553.54	265,598.98	4,045.44		1.54	
Annual rate of expenditure	$5,335,891.53½	$5,363,903.41½	$28,011.87½		.52	
Number of miles traveled per annum	118,792,665.66	124,123,415.60	5,330,749.94		4.48	
Rate of cost per mile traveled (cents)	4.49	4.32		0.17		3.78
Rate of cost per mile of length	$20.40	$20.19		$0.21		1.03
Average number of trips per week	4.36	4.49	.13		2.98	
SPECIAL OFFICE SERVICE.						
Number of routes	1,349	795		554		41.06
Length of routes (miles)	9,453.22	5,940.75		3,512.47		37.15
Annual rate of expenditure	$25,719.28	$18,957.58		$6,761.70		26.29
Number of miles traveled per annum	2,349,180.12	1,537,991		811,189.12		34.53
Rate of cost per mile traveled (cents)	1.09	1.23	.14		12.84	
Rate of cost per mile of length	$2.72	$3.19	$0.47		17.27	
Average number of trips per week	2.38	2.48	.10		4.20	
STEAMBOAT SERVICE.						
Number of routes	138	153	15		10.87	
Length of routes (miles)	12,785.69	17,274.31	4,488.62		35.10	
Annual rate of expenditure	$418,779.53	$426,389.55	$7,610.02		1.81	
Number of miles traveled per annum	3,627,845.18	3,749,823.50	121,978.32		3.36	
Rate of cost per mile traveled (cents)	11.54	11.37		.17		1.47
Rate of cost per mile of length	$32.75	$24.68		$8.07		2.46
Average number of trips per week	2.72	2.08		.64		23.52
RAILROAD SERVICE.						
Number of routes	2,715	2,587		128		4.71
Length of routes (miles)	172,794	173,475.23	681.23		.39	
Annual rate of expenditure:						
For transportation	$28,941,880.47	$30,171,542.69	$1,229,662.22		4.24	
For railway post-office cars	3,463,916.70	3,704,978.50	241,061.80		6.95	
For transportation and railway post-office cars combined	32,405,797.17	33,876,521.19	1,470,724.02		4.53	
Number of miles traveled per annum	268,806,324.49	273,190,356.71	4,384,032.22		1.63	
Rate of cost per mile traveled (cents):						
For transportation	10.76	11.04	.28		2.60	
For transportation and railway post-office cars combined	12.05	12.40	.35		2.90	
Rate of cost per mile of length:						
For transportation	$167.49	$173.92	$6.43		3.83	
For transportation and railway post-office cars combined	$187.54	$195.28	$7.74		4.12	
Average number of trips per week	14.95	15.14	.19		1.27	
MAIL-MESSENGER SERVICE.						
Number of routes	7,177	7,098		79		1.10
Length of routes (miles)	5,705.36	5,189.71		515.65		9.03
Annual rate of expenditure	$1,175,888.19	$941,364.41		$234,523.78		19.94
Number of miles traveled per annum	12,488,734.97	9,788,029.04		2,700,705.93		21.62

G.—*Mail service as in operation June 30, 1896, and June 30, 1897, etc.*—Continued.

Items.	June 30, 1896.	June 30, 1897.	Increase from June 30, 1896, to June 30, 1897.	Decrease from June 30, 1896, to June 30, 1897.	Percentage of increase from June 30, 1896, to June 30, 1897.	Percentage of decrease from June 30, 1896, to June 30, 1897.
MAIL-MESSENGER SERVICE—continued.						
Rate of cost per mile traveled (cents)	9.41	9.61	.20		2.12	
Rate of cost per mile of length	$206.10	$181.39		$24.71		11.99
Average number of trips per week	21.04	18.13		2.91		13.83
REGULATION, SCREEN, OR OTHER WAGON SERVICE.						
Number of routes	36	171	135		375	
Length of routes (miles)	1,021.76	1,521.18	499.42		48.87	
Annual rate of expenditure	$548,620.00	$703,876.00	$155,256.00		28.29	
Number of miles traveled per annum	3,323,674.02	5,009,690.79	1,686,016.77		50.72	
Rate of cost per mile traveled (cents)	16.50	14.04		2.46		14.90
Rate of cost per mile of length	$536.93	$462.71		$74.22		13.82
Average number of trips per week	31.27	31.66	.39		1.24	
ELECTRIC AND CABLE CAR SERVICE.						
Number of routes		170				
Length of routes (miles)		1,031.91				
Annual rate of expenditure		$183,038.43				
Number of miles traveled per annum		3,451,172.71				
Rate of cost per mile traveled (cents)		5.30				
Rate of cost per mile of length		$177.37				
Average number of trips per week		32.15				
RAILWAY POST-OFFICE CLERKS.						
Number of clerks	7,408	7,602	194		2.61	
Annual rate of expenditure	$7,594,377.00	$7,782,547.00	$188,170.00		2.47	
MAIL EQUIPMENTS.						
Mail bags, mail-bag catchers, etc	$269,827.68	$341,958.47	$72,130.79		26.73	
Mail locks and keys, etc	39,067.38	44,842.10	5,774.72		14.78	
Repair shop for mail equipments	7,861.06	7,744.04		$117.02		1.48
Total annual expenditure	316,756.12	394,544.61	77,788.49		24.55	
NECESSARY AND SPECIAL FACILITIES ON TRUNK LINES.						
Annual rate of expenditure	$171,238.75	$170,932.50		$306.25		.17
RECAPITULATION.						
Total number of routes	32,112	32,491	379		1.18	
Total length of routes (miles)	463,313.57	470,032.07	6,718.50		1.45	
Total annual rate of expenditure	$47,993,067.57⅜	$49,862,074.68½	$1,869,007.10½		3.89	
Total number of miles traveled per annum	409,388,424.44	420,850,479.35	11,462,054.91		2.80	
Rate of cost per mile traveled (cents)	11.72	11.84	.12		1.02	
Rate of cost per mile of length	$103.58	$106.08	$2.50		2.41	
Average number of trips per week	8.49	8.60	.11		1.29	

NOTE.—Beginning July 1, 1896, two new items of appropriation were provided: "Regulation, screen, or other wagon service" and "Electric and cable car service." Regulation wagon service was taken from star service, and screen wagon service from mail-messenger service. Electric and cable car service was taken partly from railroad and partly from mail-messenger service.

acts of March 3, 1873, July 12, 1876, and June 17, 1878.

[Abbreviations: r. p. o., railway post-office; apt., apartment; l., line or lines; m., miles. Adjusted from July 1, 1897, unless otherwise noted.]

No. of route.	State and termini.	Corporate title of company.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail car or apartment.	Average trips per week.	Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Annual rate of pay for transportation.	Annual rate of pay for r. p. o. cars.	Weighed for 30 days from October 7, 1896, unless otherwise noted.	Remarks.
	MAINE.		*Miles.*	*Pounds.*		*Feet and inches.*		*Dollars.*	*Dols.*	*Dollars.*	*Dollars.*		
101001	Vacant.												
101002	Newport, Foxcroft...	Maine Central R. R. Co.	29.91	1,421	28	apt. 14 by 7.3, 2 l.....	12	103.46	.....	3,094.48	.....	.....	
101003	Farmington, Brunswick.	.....do.....	63.24	2,259	26	apt. 19.8 by 8.5, 2 l	15.88	131.67	.....	8,326.81	.....	.....	Route restated.
101004	Belfast, Burnham.....	.....do.....	33.56	1,766	20	apt. 16.10 by 9.1, 2 l ...	18	117.99	.....	3,959.74	.....	.....	
101005	Cumberland Junction (n. o.), Skowhegan.	.....do.....	91.18	4,219	22	apt. 19 by 8.11 (av.). 2 l. and 2 l. additional, Poland Spring Junction to Lewiston.	26.64	159.03	.....	14,500.35	.....	.....	Do.
101006	Portland, Bangor.....	.....do.....	135.81	35,157	28	r. p. o. 60 by 9.1; 59.1 by 9.1; 40.4 by 9, reported (authorized) 2 l. 60 135.17 m.; apt. 18 by 8.6 (av.), 2 l. to Brunswick, 1 l. to Augusta.	19.76	492.48	100	66,883.70	13,517.00	.....	
101007	Portland, Me., Norton Mills, Vt.	Grand Trunk Rwy. Co., of Canada.	165.55	3,810	26	r. p. o. 40 by 8.10 (1 l, not authorized); apt. 18.10 by 7.6 (av.).	20.46	153.90	.....	25,478.14	.....	.....	
101008	Portland, Me., Rochester, N. H.	Portland and Rochester R. R.	53.16	4,048	26	apt. 29.5 by 8.1 (av.), 2 l.	14.61	157.32	.....	8,363.13	.....	.....	
101009	Brownsville, Katahdin Iron Works.	Bangor and Aroostook R. R. Co.	13.05	47	16	no apt.....	6	42.75	.....	557.88	.....	.....	Route curtailed.

H.—*Table showing the adjustment of the rates of pay per mile on railroad routes in States and Territories in which the contract term expired June 30, 1897, and also on certain new routes in other States and Territories, etc.*—Continued.

No. of route.	State and termini.	Corporate title of company.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail car or apartment.	Average trips per week.	Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Annual rate of pay for transportation.	Annual rate of pay for r. p. o. cars.	Weighed for 30 days from October 7, 1896, unless otherwise noted.	Remarks.
	MAINE—continued.		*Miles.*	*Pounds.*		*Feet and inches.*		*Dollars.*	*Dols.*	*Dollars.*	*Dollars.*		
101010	Portland, Me., Fabyan House, N. H.	Maine Central R. R. Co.	88.06	2,458	23	apt. 10.1 by 8.5 (av.), 2 l. to Bartlett, 1 l. residue.	12	134.24	.....	11,821.17	.....	.....	
101011	Brunswick, Bath	.....do.....	9.15	5,923	28	apt. 18.1 by 8.10 (av.), 4 l.	34.50	180.41	.....	1,650.75	.....	.....	
101012	Bangor, Vanceboro ...	.....do.....	114.83	10,396	29	r. p. o. 40 by 9, 1 l., 114.06 m. authorized; apt. 20.8 by 8.9, 1½ l. to Oldtown, 1 l. residue.	20.79	228.29	25	26,214.54	2,851.50	.....	
101013	Bangor, Bucksport ...	.....do.....	20.33	1,185	20	apt. 16 by 7, 2 l.....	15	93.20	.....	1,894.75	.....	.....	
101014	Milo Junction, Greenville Junction.	Bangor and Aroostook R. R. Co.	48.84	1,010	22	apt. 18.4 by 7.3, 1 l....	8.20	85.50	.....	4,175.82	.....	.....	Route curtailed.
101015	Bath, Rockland.....	Maine Central R. R. Co.	48.05	3,581	20	apt. 19 by 8.5 (av.), 2 l.	12	150.48	.....	7,230.56	.....	.....	
101016	Houlton, New Brunswick Line (n. o.).	Canadian Pacific Rwy. Co.	4.00	88	26.40	no apt.....	12	42.75	.....	171.00	.....	.....	
101017	Calais, Princeton	St. Croix and Penobscot R. R. Co.	21.35	59	14	.....do	6	42.75	.....	912.71	.....	.....	
101018	Oakland, Bingham....	Somerset Rwy.....	41.60	681	21	apt. 14.6 by 6.6, 1 l....	12	71.82	.....	2,992.02	.....	.....	
101019	Poland Spring Junction (n. o.), Rumford Falls.	Portland and Rumford Falls Rwy.	52.87	1,666	26	apt. 12.6 by 7.10 (av.), 2 l.	12.65	118.72	.....	6,012.37	.....	.....	Covers 101035.
101020	Farmington, Phillips .	Sandy River R. R. Co.	18.34	772	14	apt. 10.2 by 6, 1 l.....	18	75.24	.....	1,379.90	.....	.....	
101021	Lewiston, Lewiston Junction.	Grand Trunk Rwy. Co. of Canada.	5.50	225	23	no apt.....	9	44.46	.....	244.53	.....	.....	
101022	Bridgton Junction (n. o.), Bridgton.	Bridgton and Saco River R. R. Co.	16.14	325	18	.....do	12	51.80	.....	827.98	.....	.....	
101023	Monson Junction (n. o.), Monson.	Monson R. R. Co.....	6.25	89	19	.....do	15	42.75	.....	267.18	.....	.....	
101024	Bangor, Mount Desert Ferry.	Maine Central R. R. Co.	43.19	3,004	25	apt. 15.5 by 8.10 (av.), 2 l.	12	141.93	.....	6,129.95	.....	.....	

	Kennebunk Station (n. o.).	R. R.										
101028	Kittery Junction (n. o.), York Beach.	.....do.....	11.23	361	18	.....do	12	53.87	.....	604.90	.....	.....	
101029	Electric service.											
101030	Greenville, Boundary Line (n. o.).	Canadian Pacific Rwy. Co.	68.30	67	28	.....do	6	42.75	.....	2,910.82	.....	.....	
101031	Togus, Randolph.....	Kennebeck Central R. R. Co.	5.17	315	15	.....do	18	50.45	.....	260.82	.....	.....	
101032	Phillips, Rangeley....	Phillips and Rangeley R. R. Co.	29.01	405	11	apt. 10.2 by 6, 1 l.....	9	57.29	.....	1,661.98	.....	.....	
101033	Union, West Warren.	Georges Valley R. R. Co.	8.24	228	14	no apt.....	12	44.46	.....	366.35	.....	.....	
101034	Vacant.												
101035	Vacant.												
101036	Vacant.												
101037	Fort Fairfield, Fort Fairfield Junction (n. o.).	Bangor and Aroostook R. R. Co.	13.90	312	23	.....do	15	50.45	.....	701.25	.....	.....	
101038	Caribou, Oldtown.....	.....do.....	188.56	2,072	24	apt. 19.7 by 7.2 (av.), 1 l. to Milo Junction, 2 l. residue.	17.45	129.11	.....	24,344.98	.....	.....	Covers 101034 and parts of 101009 and 101014.
101039	Vacant.												
101040	Albion, Wiscasset....	Wiscasset and Quebec R. R. Co.	44.59	808	16	apt. 11.2 by 5.11, 2 l..	12	76.95		3,431.20	.....	.....	
101041	Rumford Falls, Bemis	Rumford Falls and Rangeley Lakes R. R. Co.	28.14	82	14	no apt.....	12	42.75	.....	1,202.98	.....	.....	Covers 101045.
101042	Vacant.												
101043	Vacant.												
101044	Ashland Junction (n. o.), Ashland.	Bangor and Aroostook R. R. Co.	43.11	125	16	.....do	12	42.75	.....	1,842.95	.....	.....	
101045	Vacant.												
101046	Lewiston, South Lewiston.	Maine Central R. R. Co.	4.79	2,183	25	apt. 16.3 by 8.10, 2 l..	37	130.82	.....	626.62	.....	.....	Formerly part of 101003.
	NEW HAMPSHIRE.												
[illegible]	Vacant.												
[illegible]	[illegible]chester, Portsmouth.	Boston and Maine R. R.	38.50	1,435	24.38	apt. 20.1 by 9.1, 2 l....	18	103.46	.....	3,983.21	.....	.....	Route curtailed.
[illegible]	[illegible]ster, Henniker.	.....do.....	26.04	660	21.55	apt. 12.1 by 6.9, 2 l....	12	70.97	.....	1,848.05	.....	.....	Covers route 102028.
[illegible]	[illegible] Center Barnstead.	.....do.....	24.03	933	20.27	apt. 9.1 by 7.1, 2 l.....	12	82.08	.....	1,972.38	.....	.....	
[illegible]	[illegible] Vt.	Maine Central R. R. Co.	22.74	695	22.32	apt. 11.7 by 7 (av.), 21.	12	71.82	.....	1,633.18	.....	.....	

H.—*Table showing the adjustment of the rates of pay per mile on railroad routes in States and Territories in which the contract term expired June 30, 1897, and also on certain new routes in other States and Territories, etc.*—Continued.

No. of route.	State and termini.	Corporate title of company.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail car or apartment.	Average trips per week.	Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Annual rate of pay for transportation.	Annual rate of pay for r. p. o. cars.	Weighed for 30 days from October 7, 1896, unless otherwise noted.	Remarks.
	NEW HAMPSHIRE—continued.		*Miles.*	*Pounds.*		*Feet and inches.*		*Dollars.*	*Dols.*	*Dollars.*	*Dollars.*		
102006	Groveton, N. H., Boston, Mass.	Boston and Maine R. R.	220.31	12,746	25.79	r. p. o. 44.8 by 8.11, (av.), 2 1, (authorized, 2 1 40 ft., Concord and Boston, 73.59 miles.) apt. 22.3 by 7.8 (av.), 1 1 over entire route, and additional lines over parts of route.	43.64	253.08	50	55,756.05	3,679.50	.....	Covers routes 102001 and 104016.
102007	Fabyan House, Wing Road (n. o).	.....do.....	13.50	171	16.97	no apt.....	12	42.75	.....	577.12	.....	.....	
102008	Concord, N. H., White River Junction, Vt.	.....do.....	69.49	13,738	28.84	r. p. o., 44.8 by 8.11 (av.), 2 1 (authorized, 2 1, 40 ft.) no apt.	26.75	264.20	50	18,359.25	3,470.00	.....	
102009	Concord, Claremont Junction.	.....do.....	56.30	1,718	22.23	apt. 17.6 by 9, 2 1.....	12.63	115.43	.....	6,498.70	.....	.....	
102010	Contoocook, Peterboro,	.....do.....	32.87	559	19.31	apt. 10 by 6.8, 1 1.....	16.01	65.84	.....	2,164.16	.....	.....	
102011	Nashua, Keene.....	.....do.....	56.86	1,260	25.80	apt. 19.6 by 6.10, 1 1...	14.97	96.62	.....	5,493.81	.....	.....	
102012	Rochester, N. H., Worcester, Mass.	.....do.....	94.29	4,662	26.20	apt. 27.11 by 9 (av.), 1 1 over entire route and additional line over part of route.	21.80	165.87	.....	15,639.88	.....	.....	
102013	Vacant.												
102014	Conway Junction (n. o.), Me., North Conway, N. H.	.....do.....	71.82	2,751	23.06	apt. 19.9 by 8.1, 1 1 over entire route and additional line over part of route.	14.01	138.51	.....	9,947.78	.....	.....	
102015	Sanbornville, Wolfboro.	.....do.....	12.13	322	28.20	no apt.....	12	51.30	.....	622.26	.....	.....	
102016	Portsmouth, Lakeport.	.....do.....	56.29	569	24.48	apt. 15.1 by 8.1, 2 1 over part of route.	15.50	66.69	.....	3,753.98	.....	.....	Covers routes 102018 and 102024.

102018	Whitefield Junction, (n. o.), Jefferson.	Boston and Maine R. R.	11.68	193	20.07	no apt	12	42.75		499.32		
102019	Belmont, Tilton	do	6.85	143	13.93	do	12	42.75		292.83		
102020	Franklin, Bristol	do	13.36	463	30.18	do	12	60.71		811.08		
102021	Rollingsford (n. o.), Somersworth.	do	2.87	419	24.30	do	35	58.14		166.86		
102022	Plymouth, Lincoln	do	21.91	980	21.58	apt. 25.9 by 8.10, 2 l.	12.59	84.65		1,854.68		
102023	Meadows, Berlin	do	21.56	112	20.16	no apt	12	42.75		921.69		
102024	Vacant.											
102025	Quebec Junction (n. o.), North Stratford Station (n. o.).	Maine Central R. R. Co.	32.46	103	24.77	do	10.09	42.75		1,387.66		
102026	Franklin Junction (n. o.), Tilton.	Boston and Maine R. R.	5.49	208	23.16	do	14.90	42.75		234.69		
102027	New Boston, Parkers Station (n. o.).	do	5.46	102	17.83	do	12	42.75		233.41		
102028	Vacant.											
	VERMONT.											
103001	Wilmington, Vt., Hoosac Tunnel Station (n. o.), Mass.	Hoosac Tunnel and Wilmington R. R. Co.	24.25	259	8.47	no apt	6	46.17		1,119.69		
103002	Windsor, Vt., Rouse Point, N. Y.	Central Vermont R. R. Co.	158.77	11,215	29.17	r. p. o. cars, 2 l. Windsor to St. Albans, 43.6 by 8.11 (av.); authorized 2 l. 40 ft. Windsor to St. Albans; apt. 1 l. Windsor to White River Junction; 1 l. Essex Junction to St. Albans, 25.5 by 7.7 (av.).	44.03	236.84	50	37,603.08	6,725.00	
103003	Vacant.											
103004	Brattleboro, Windsor.	Boston and Maine R. R.	40.30	12,501	28.55	r. p. o. cars, 2 l. 42.5 by 9 (av.); authorized 2 l. 40 ft.; apt. 1 l. 26.4 by 6.6.	25	250.52	50	12,350.63	2,442.00	Covers No. 103005.
103005	Vacant.											
103006	Swanton Junction, Canada Line (n. o.).	Central Vermont R. R. Co.	10.50	4,926	29.84	no apt	21.67	169.29		1,777.54		Route curtailed.
103007	St. Albans, Richford	do	28.76	1,284	17.45	apt. 2 l. 11 by 7	12	97.47		2,803.23		
103008	Leicester Junction, Vt., Addison Junction, N. Y	Rutland R. R. Co.	15.84	120	10.60	no apt	9	92.75		677.16		
103009	Richford, Newport	Canadian Pacific Rwy. Co.	22.13	600		do	16	68.40		1,513.69		

H.—*Table showing the adjustment of the rates of pay per mile on railroad routes in States and Territories in which the contract term expired June 30, 1897, and also on certain new routes in other States and Territories, etc.*—Continued.

No. of route.	State and termini.	Corporate title of company.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail car or apartment.	Average trips per week.	Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Annual rate of pay for transportation.	Annual rate of pay for r. p. o. cars.	Weighed for 30 days from October 7, 1896, unless otherwise noted.	Remarks.
	VERMONT—continued.		*Miles.*	*Pounds.*		*Feet and inches.*		*Dollars.*	*Dols.*	*Dollars.*	*Dollars.*		
103010	White River Junction, Derby line.	Boston and Maine R. R.	111.20	7,991	23.26	r. p. o. cars, 2 l. 42.5 by 9.3 (av.) White River Junction to Newport; authorized 2 l. 40 ft. White River Junction to Newport.	25.41	202.64	50	22,533.56	5,257.50	.....	
103011	South Lunenburg, Swanton.	.....do.....	118.43	1,520	21.81	apt. 1 l. 10.9 by 8 (av.).	9.68	107.73	.....	12,758.46	.....	.....	
103012	Wells River, Montpelier.	Montpelier and Wells River R. R. Co.	38.89	1,511	25.33	apt. 1 l. 19.7 by 6.8 (av.).	12	106.88	.....	4,156.56	.....	.....	
103013	White River Junction, Woodstock.	Woodstock Rwy. Co.	14.49	518	18.51	no apt.....	18	64.13	.....	929.24	.....	.....	
103014	Burlington, Cambridge Junction.	Central Vermont R. R. Co.	34.03	3,424	21.74	r. p. o. cars, 1 l. 50 ft. Burlington to Essex Junction (unauthorized); apt. 2 l. 21.5 by 6.9 (av.).	19.48	147.92	.....	5,033.71	.....	.....	
103015	Rutland, Bennington.	Bennington and Rutland Rwy. Co.	58.15	5,674	32.30	apt. 2 l., Rutland to North Bennington, 24.6 by 6.9 (av.).	30.91	177.84	.....	10,341.39	.....	.....	
103016	Brattleboro, South Londonderry.	Central Vermont R. R. Co.	36.32	561	12.83	apt. 1 l. 10.4 by 7.9....	9	66.69	.....	2,422.18	.....	.....	
103017	Montpelier Junction (n.o.), Williamstown.	.....do.....	14.97	493	12.50	no apt.....	28.58	63.27	.....	947.15	.....	.....	
103018	North Bennington, State Line (n. o.).	Bennington and Rutland Rwy. Co.	1.85	6,669	30	apt. 2 l. 24.6 by 7 (av.).	31	188.10	.....	347.98	.....	.....	
103019	Barre, Junction (n. o.).	Montpelier and Wells River R. R. Co.	4.22	18	19.48	no apt.....	6	42.75	.....	180.40	.....	.....	
103020	Bristol, New Haven Depot (n. o.).	Bristol R. R. Co	6.59	278	14.40	.....do	12	47.88	.....	315.52	.....	.....	

	lington.					(av.); authorized 1 l. 40 ft., apt. 1 l. 23.6 by 7.5 (av.).								
103022	State Line (n. o.), Vt., Hoosick Junction (n. o.), N. Y.	Fitchburg R. R. Co.	5.04	6,703	25.63	apt. 2 l. 24.5 by 7 (av.).	31	188.96	.....	962.35	.....	.....		New from July 1, 1897. Formerly part of 107116.
	MASSACHUSETTS.													
104001	Boston, Mass., Portland, Me.	Boston and Maine R. R.	106.10	57,617	29	r. p. o. 60 by 9.1, 59.1 by 9.1, 41.1 by 8.11; 13 times out and 19 times in (authorized service 2 l. 60 ft. on route 104001, and ½ l. 40 ft. on 104011, which now appears to run over 104001); apt. 19 by 8.5 (av.) 4 l. to Beverly, 3 l. between Newburyport and Salisbury, 2 l. between Portsmouth and Conway Junction, and 11. residue of route.	64.74	732.74	112½	79,209.19	12,161.25	.....		
104002	Boston, West Lynn	do	12.10	746	18	no apt.	26.93	74.39	.....	900.11	.....	.....		
104003	Beverly, Rockport	do	17.83	3,232	24	apt. 20.2 by 8.3 1	36	145.35	.....	2,591.59	.....	.....		
104004	Salem, Marblehead	do	4.17	299	25	no apt.	30	49.59	.....	206.79	.....	.....		
104005	Salem, Lawrence	do	22.41	249	19	do	24.43	46.17	.....	1,034.66	.....	.....		
104006	Ashland, Mass., Valley Falls, R. I.	New England R. R. Co.	34.88	141	23	do	16.25	42.75	.....	1,491.12	.....	.....		Route restated.
104007	Salisbury, Amesbury.	Boston and Maine R. R.	4.09	2,194	28	apt. 17.1 by 8.5, 2 l	48	130.82	.....	535.05	.....	.....		
104008	Wenham Depot, Essex	do	4.33	105	19	no apt.	15	42.75	.....	185.10	.....	.....		
104009	Swampscott Junction (n. o), Marblehead.	do	5.55	190	16	do	17.50	42.75	.....	237.26	.....	.....		
104010	Wakefield, Peabody	do	7.92	95	26	do	13.37	42.75	.....	338.58	.....	.....		
104011	Boston, Mass., Portland, Me.	do	114.73	12,724	27	r. p. o. 41.3 by 8.10, 41.1 by 8.11; 12 out, 6 in (authorized service 2 l. 40 ft., of which ½ l. is run over and paid for on 104001); apt. 17.4 by 8.10 (av.) 4 l. to Wakefield Junction, 2 l. thence to South Lawrence, 1 l. residue.	54.31	253.08	37½	29,035.86	4,302.37	.....		

H.—*Table showing the adjustment of the rates of pay per mile on railroad routes in States and Territories in which the contract term expired June 30, 1897, and also on certain new routes in other States and Territories, etc.*—Continued.

No. of route.	State and termini.	Corporate title of company.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail car or apartment.	Average trips per week.	Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Annual rate of pay for transportation.	Annual rate of pay for r. p. o. cars.	Weighed for 30 days from October 7, 1896, unless otherwise noted.	Remarks.
	VERMONT—continued.		*Miles.*	*Pounds.*		*Feet and inches.*		*Dollars.*	*Dols.*	*Dollars.*	*Dollars.*		
103010	White River Junction, Derby line.	Boston and Maine R. R.	111.20	7,991	23.26	r. p. o. cars, 2 l. 42.5 by 9.3 (av.) White River Junction to Newport; authorized 21.40 ft. White River Junction to Newport.	25.41	202.64	50	22,533.56	5,257.50	.....	
103011	South Lunenburg, Swanton.	.....do.....	118.43	1,520	21.81	apt. 1 l. 10.9 by 8 (av.).	9.68	107.73	.....	12,758.40	.....	.....	
103012	Wells River, Montpelier.	Montpelier and Wells River R. R. Co.	38.89	1,511	25.33	apt. 1 l. 19.7 by 6.8 (av.).	12	106.88	.....	4,156.56	.....	.....	
103013	White River Junction, Woodstock.	Woodstock Rwy. Co.	14.49	518	18.51	no apt.....	18	64.13	.....	929.24	.....	.....	
103014	Burlington, Cambridge Junction.	Central Vermont R. R. Co.	34.03	3,424	21.74	r. p. o. cars, 1 l. 50 ft. Burlington to Essex Junction (unauthorized); apt. 2 l. 21.5 by 6.9 (av.).	19.48	147.92	.....	5,033.71	.....	.....	
103015	Rutland, Bennington.	Bennington and Rutland Rwy. Co.	58.15	5,674	32.80	apt. 2 l., Rutland to North Bennington, 24.6 by 6.9 (av.).	30.91	177.84	.....	10,341.39	.....	.....	
103016	Brattleboro, South Londonderry.	Central Vermont R. R. Co.	36.32	561	12.83	apt. 1 l. 10.4 by 7.9....	9	66.69	.....	2,422.18	.....	.....	
103017	Montpelier Junction (n. o.), Williamstown.	.....do.....	14.97	493	12.50	no apt.....	28.58	63.27	.....	947.15	.....	.....	
103018	North Bennington, State Line (n. o.).	Bennington and Rutland Rwy. Co.	1.85	6,669	30	apt. 21.24.6 by 7 (av.).	31	188.10	.....	347.98	.....	.....	
103019	Barre, Junction (n. o.).	Montpelier and Wells River R. R. Co.	4.22	18	19.48	no apt.....	6	42.75	.....	180.40	.....	.....	
103020	Bristol, New Haven Depot (n. o.).	Bristol R. R. Co	6.59	278	14.40	.....do	12	47.88	.....	315.52	.....	.....	

103021	*Bellows Falls, Burlington.*	*Rutland R. R. Co.*	119.80	7,429	24.70	r. p. o. cars, 50.4 by 9 (av.); authorized 1 l. 40 ft., apt. 1 l. 23.6 by 7.5 (av.).	26.80	196.65	25	23,576.36	2,992.50	....	
103022	State Line (n. o.), Vt., Hoosick Junction (n. o.), N. Y.	Fitchburg R. R. Co.	5.04	6,703	25.63	apt. 2 l. 24.6 by 7 (av.).	31	188.96	.....	952.35	....	....	New from July 1, 1897. Formerly part of 107116.
	MASSACHUSETTS.												
104001	Boston, Mass., Portland, Me.	Boston and Maine R. R.	108.10	57,617	29	r. p. o. 60 by 9.1, 59.1 by 9.1, 41.1 by 8.11; 13 times out and 19 times in (authorized service 2 l. 60 ft. on route 104001, and ½ l. 40 ft. on 104011, which now appears to run over 104001); apt. 10 by 8.5 (av.) 4 l. to Beverly, 3 l. between Newburyport and Salisbury, 2 l. between Portsmouth and Conway Junction, and 1 l. residue of route.	64.74	732.74	112½	79,209.19	12,161.25	....	
104002	Boston, West Lynn	do	12.10	710	18	no apt	20.93	74.30	.....	900.11	....	....	
104003	Beverly, Rockport	do	17.83	3,232	24	apt. 20.2 by 8.3 l.	30	145.35	.....	2,591.59	....	....	
104004	Salem, Marblehead	do	4.17	900	25	no apt	30	49.50	....	206.79	....	....	
104005	Salem, Lawrence	do	22.41	249	19	do	24.43	46.17	....	1,014.06	....	....	
104006	Ashland, Mass., Valley Falls, R. I.	New England R. R. Co.	84.88	141	23	do	10.25	42.75	.....	1,401.12	....	....	Route restated.
104007	Salisbury, Amesbury	Boston and Maine R. R.	4.00	2,104	28	apt. 17 l. by 8.5, 2 l.	48	130.82	....	535.05	....	....	
104008	Wenham Depot, Essex	do	4.[illegible]	105	19	no apt	15	42.75	....	185.10	....	....	
104009	Swampscott Junction (n. o.), Marblehead	do	5.55	180	16	do	17.50	42.75	...	217.20	....	....	
104010	Wakefield, Peabody	do	7.00	65	20	do	18.[illegible]	42.75		[illegible]		....	
104011	Boston, Mass., Portland, Me.	do	114.[illegible]	19,791	27	r. p. o. 41.8 by 8.10, 41 l. by 8.11; 12 out, [illegible]	94.81	953.08	87½	29,015.86	4,802.87	....	

H.—*Table showing the adjustment of the rates of pay per mile on railroad routes in States and Territories in which the contract term expired June 30, 1897, and also on certain new routes in other States and Territories, etc.*—Continued.

No. of route.	State and termini.	Corporate title of company.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail car or apartment.	Average trips per week.	Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Annual rate of pay for transportation.	Annual rate of pay for r. p. o. cars.	Weighed for 30 days from October 7, 1896, unless otherwise noted.	Remarks.
	MASSACHUSETTS—continued.		*Miles.*	*Pounds.*		*Feet and inches.*		*Dollars.*	*Dols.*	*Dollars.*	*Dollars.*		
104012	Boston, Medford	Boston and Maine R. R.	5.31	557	.....	no apt	47.90	65.84	.....	349.61	.....	.....	
104013	Georgetown, Haverhill	....do	6.79	323	18	....do	36	51.30	.....	348.32	.....	.....	
104014	Wakefield Junction (n.o.), Newburyport.	....do	31.58	2,350	26	apt. 17.1 by 8.5, 2 l	22.86	132.53	.....	4,185.29	.....	.....	
104015	Newton Junction, N. H., Merrimac, Mass.	....do	4.78	229	19	no apt	24	44.46	.....	212.51	.....	.....	
104016	Vacant.												
104017	Lowell, Lawrence	....do	13.76	220	20	....do	22.11	43.61	.....	600.07	.....	.....	
104018	Winchester, Woburn	....do	1.87	612	17	....do	67	68.40	.....	127.90	.....	.....	
104019	Somerville Station (n. o.), North Billerica.	....do	20.36	1,644	19	apt. 25 by 9, 2 l	22.32	112.86	.....	2,297.82	.....	.....	
104020	Ayer, North Chelmsford.	....do	13.55	754	23	apt. 14 by 7, 2 l	12	74.39	.....	1,007.98	.....	.....	Route curtailed.
104021	Boston, Mass., Troy, N. Y.	Fitchburg R. R. Co.	190.29	12,160	28	r. p. o. 40.1 by 8.9, 50.6 by 8.11, 50.3 by 9, 2 l. Boston to South Ashburnham, 1 l. residue (authorized service, 2 l. 40 ft. Boston to Fitchburg, 49.60 m., 1 l. residue, 140.69 m.); apt. 31.6 by 8.9, 25.7 by 8.10, 24.6 by 6.10, 25 by 8.8, 24 by 6.9,	50.82	247.10	{50 / 25}	47,020.65	5,997.25	.....	

104025	Boston, Mass., Albany N. Y.	Boston and Albany R. R. Co.	202.10	111,105	31	r. p. o. 56.3 by 8.8, 60 by 9.8, 62.2 by 8.10, 55 by 8.8, 60.3 by 8.11, 55 by 8.7, 60 by 8.10, 60 by 9.1, 60 by 8.10, 6 l. to Springfield, 98.63 m.; 3 l. residue, 103. 47 m. (authorized, 3 l. 60, 3 l. 55 ft., to Springfield; 2 l. 60, and 1 l. 55, residue); apt. 14.1 by 5.9 (av.), 3 l. over part and 1 l. over part.	90.17	1,304.75	{300 / 150}	263,685.93	45,109.50	.....	r. p. o. $300 per mile to Springfield, 98.63 m., $150 per mile residue.
104026	Millbury Junction (n.o.), Millbury.	.....do.....	8.25	104	18	no apt.....	12	42.75	.....	138.93	.....	.....	
104027	Auburndale Station (n.o.), Newton Lower Falls.	.....do.....	1.45	115	14	.....do	27	42.75	.....	61.98	.....	.....	
104028	South Framingham, Milford.	.....do.....	12.48	861	25	.....do	32	79.52	.....	992.40	.....	.....	
104029	Pittsfield, North Adams.	.....do.....	21.35	1,137	26	apt. 17.1 by 8.8, 2 l....	30	90.63	.....	1,934.95	.....	.....	
104030	Palmer, Winchendon	.....do.....	48.45	241	24	no apt.....	15.24	45.32	.....	2,195.75	.....	.....	
104031	North Brookfield, East Brookfield.	.....do.....	4.46	376	23	.....do	33	54.72	.....	244.05	.....	.....	
104032	Harrison Square (n.o.), Mattapan.	New York, New Haven and Hartford R. R. Co.	4.23	587	16	.....do	7.50	67.55	.....	285.7	.....	.....	
104033	Cook Street Station (n.o.), Woonsocket, R. I.	New England R. R. Co.	28.84	1,144	21	apt. 12.6 by 6.4, 2 l....	18.71	91.49	.....	2,638.57	.....	.....	Route restated.
104034	North Grafton Station (n.o.), Milford.	Grafton and Upton R. R. Co.	16.44	502	20	no apt.....	24	64.13	.....	1,054.29	.....	.....	
104035	Vacant.												
104036	Boston, Attleboro.....	New York, New Haven and Hartford R. R. Co.	36.84	704	24	.....do	34.48	{72.68 / 7.70}	.....	2,498.83	.....	.....	2.75 miles, between Islington Junction (n.o.) and Norwood Central (n.o.), lap service over route 106007, at $7.70 per mile.
104037	Canton Junction (n.o.), Stoughton.	.....do.....	4.21	468	21	.....do	34.50	61.56	.....	259.10	.....	.....	
104038	Boston, Provincetown.	.....do.....	120.11	6,866	27	r. p. o. 40 by 8.10, 2 l. 120 miles (1 l. only authorized.)	37.74	190.67	25	22,901.37	3,000.00	.....	Route restated.

H.—*Table showing the adjustment of the rates of pay per mile on railroad routes in States and Territories in which the contract term expired June 30, 1897, and also on certain new routes in other States and Territories, etc.*—Continued.

No. of route.	State and termini.	Corporate title of company.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail car or apartment.	Average trips per week.	Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Annual rate of pay for transportation.	Annual rate of pay for r. p. o. cars.	Weighed for 30 days from October 7, 1896, unless otherwise noted.	Remarks.
	MASSACHUSETTS—continued.												
			Miles.	*Pounds.*		*Feet and inches.*		*Dollars.*	*Dols.*	*Dollars.*	*Dollars.*		
104039	Middleboro, Somerset Junction (n. o.).	New York, New Haven and Hartford R. R. Co.	15.57	202	29	apt. 20 by 8.10 5 l. to Braintree, 11 thence to S. Braintree.	17.30	42.75	.....	665.61	.....	.....	Route curtailed.
104040	South Abington Station, Bridgewater.	.....do.....	8.42	154	24	.....do.....	18	42.75	.....	359.95	.....	.....	
104041	Vacant.												
104042	Vacant.												
104043	Attleboro, Attleboro Junction (n. o.).	.....do.....	8.75	1,137	28	.....do.....	33.50	90.63	.....	793.01	.....	.....	Route restated.
104044	South Braintree, Newport, R. I.	.....do.....	58.62	1,905	30	apt. 20 by 8.5 (av.), 21.	45.43	123.98	.....	7,267.70	.....	.....	Do.
104045	Buzzards Bay, Woods Holl.	.....do.....	17.70	1,391	28	no apt.....	15.70	101.75	.....	1,800.97	.....	.....	
104046	South Braintree, Plymouth.	.....do.....	26.67	3,209	30	apt. 20 by 8.10, 21. part, 3 l. residue.	21.88	145.35	.....	3,876.48	.....	.....	
104047	Sterling Junction, Pratts Junction.	.....do.....	4.83	712	26	no apt.....	18	72.68	.....	351.04	.....	.....	
104048	Yarmouth Junction (n. o.), Hyannis.	.....do.....	3.43	258	26	.....do.....	25	46.17	.....	158.30	.....	.....	
104049	South Framingham, Lowell.	.....do.....	28.65	1,257	27	apt. 20.11 by 8.10, 2 l..	12.78	95.76	.....	2,743.52	.....	.....	
104050	New Bedford, Tremont Junction (n. o.).	.....do.....	15.95	760	24	no apt.....	12	75.24	.....	1,200.07	.....	.....	
104051	New Bedford, Fitchburg.	.....do.....	90.33	2,118	30	apt. 19.2 by 7.10 (av.), 2 l. over part, 1 l. over part, no apt. residue.	40.18	129.11	.....	11,662.50	.....	.....	Do.
104052	East Thompson, Conn., Southbridge, Mass.	New England R. R. Co.	17.95	596	23.75	no apt.....	19.91	67.55	.....	1,212.52	.....	.....	
104053	Vacant.												
104054	Vacant.												

	Falls, Vt.					by 8.11; authorized 1 l. 40 ft.; apt. 1 l. 21 by 6.10.							Do.
104056	South Vernon Junction (n. o.), Mass., Keene, N. H.	Boston and Maine R. R.	24.15	848	26.60	apt. 2 l. 8 by 7	12.50	78.66	.....	1,899.63	.....	.....	
104057	Worcester Station (n. o.), Winchendon.	Fitchburg R. R. Co.	36.42	1,831	28.42	apt. 2 l. 15.4 by 8.10 (av.).	25.02	120.56	.....	4,390.79	.....	.....	
104058	Winchendon, Mass., Peterboro, N. H.	.....do.....	16.37	992	24.04	apt. 2 l. 15.4 by 8.10 (av.).	12	84.65	.....	1,385.72	.....	.....	
104059	Vacant.												
104060	Vacant.												
104061	Vacant.												
104062	Brattleboro, Vt., New London, Conn.	Central Vermont R. R. Co.	121.37	3,030	25.37	r. p. o. cars, 2 l. 42.5 by 9 (av.), Brattleboro to South Vernon Junction (n. o.), Mass.; authorized 2 l. 40 ft., Brattleboro, Vt., to South Vernon Junction (n. o.), Mass.; apt. 2 l., Brattleboro to South Vernon Junction (n. o.), and Palmer to New London; 1 l. residue; 19.11 by 6.6 (av.).	23.19	142.79	50	17,330.42	500.00	.....	
104063	Lawrence, Mass., Manchester, N. H.	Boston and Maine R. R.	27.30	1,604	23.70	apt. 2 l. 13.6 by 9.2 (av.).	23.96	111.15	.....	3,064.39	.....	.....	
104064	Braintree Junction (n. o.), Kingston Station (n. o.).	New York, New Haven and Hartford R. R. Co.	32.18	1,878	21.40	no apt	25.29	122.27	.....	3,934.64	.....	.....	
104065	Atlantic, East Milton	.....do.....	2.13	71	27.06	.....do	18	42.75	.....	91.05	.....	.....	
104066	Spencer, South Spencer (n. o.).	Boston and Albany R. R. Co.	2.39	359	18.44	.....do	30.50	53.87	.....	128.74	.....	.....	
104067	Springfield, South Vernon Junction (n. o.).	Boston and Maine R. R.	49.84	14,550	27.23	r. p. o. cars, 2 l. 42.7 by 8.6 (av.), authorized 2 l. 40 ft.; apt. 1 l. 26.4 by 6.6.	44.83	272.75	50	13,593.86	2,492.00	.....	
104068	Springfield, Athol	Boston and Albany R. R. Co.	47.93	762	23.57	apt. 1 l. 10.11 by 6.4	12	75.24	.....	3,606.25	.....	.....	
104069	Holyoke, Westfield	New York, New Haven and Hartford R. R. Co.	10.32	283	29.48	no apt	12	47.88	.....	494.12	.....	.....	
104070	Ashburnham Junction (n. o.), Ashburnham.	Fitchfield R. R. Co	2.72	183	19.35	.....do	24	42.75	.....	116.28	.....	.....	

H.—*Table showing the adjustment of the rates of pay per mile on railroad routes in States and Territories in which the contract term expired June 30, 1897, and also on certain new routes in other States and Territories, etc.*—Continued.

No. of route.	State and termini.	Corporate title of company.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail car or apartment.	Average trips per week.	Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Annual rate of pay for transportation.	Annual rate of pay for r. p. o. cars.	Weighed for 30 days from October 7, 1896, unless otherwise noted.	Remarks.
	MASSACHUSETTS—continued.		*Miles.*	*Pounds.*		*Feet and inches.*		*Dollars.*	*Dols.*	*Dollars.*	*Dollars.*		
104071	Van Deusen, State Line.	New York, New Haven and Hartford R. R. Co.	10.56	307	21.42	no apt	27	49.59	.....	523.67	.....	.....	
104072	Vacant.												
104073	Readville (n. o.), Dedham.	.....do.....	2.35	122	20.83	.....do	20.78	42.75	.....	100.46	.....	.....	
104074	Boston, Riverside Junction (n. o.).	Boston and Albany R. R. Co.	13.19	3,045	19.88	apt. 4½ l. Boston to Cook Street Station and 2½ l. residue, 10.7 by 5.9 (av.).	38.62	142.79	.....	1,740.61	.....	.....	
104075	Vacant.												
104076	North Abington, Hanover.	New York, New Haven and Hartford R. R. Co.	8.16	411	22.40	no apt	29.73	57.29	.....	467.48	.....	.....	
104077	Mount Tom, East Hampton Station (n. o.).	Boston and Maine R. R.	3.56	188	19.72	.....do	27	42.75	.....	152.19	.....	.....	
104078	Boston, Winthrop (Station X).	Boston, Revere Beach and Lynn R. R. Co.	5.40	403	12.08	.....do	30.55	56.43	.....	304.72	.....	.....	
104079	Orient Heights (n. o.), Revere.	.....do.....	1.81	312	23.07	.....do	27	50.45	.....	91.31	.....	.....	
104080	Boston, Northampton.	Boston and Maine R. R.	104.60	1,158	27.29	apt. 11 l. 25.9 by —.....	11.35	91.49	.....	9,569.85	.....	.....	
104081	Chatham Station (n. o.), Harwick Junction (n. o.).	New York, New Haven and Hartford R. R. Co.	7.04	262	7.04	no apt	12	47.03	.....	331.09	.....	.....	
104082	Lowell Junction (n. o.), Lowell Station (n. o.).	Boston and Maine R. R.	8.50	218	23.97	.....do	33	43.61	.....	370.68	.....	.....	
104083	Vacant.												

104085	*Montvale Junction (n. o.), Stoneham.*	.....do.....	2.52	407	14.11	.....do.....	49	57.20	.....	144.37	.....	.....	
104086	Chicopee Junction (n. o.), Chicopee Falls.	.....do.....	2.46	556	14.14	.....do.....	33.67	65.84	.....	161.96	.....	.....	
104087	Squannacook Junction (n. o.), Mass., Brookline, N. H.	Fitchburg R. R. Co..	13.51	81	29.08	.....do.....	15	42.75	.....	577.55	.....	.....	
104088	Plymouth, East Taunton Junction (n. o.).	New York, New Haven and Hartford R. R. Co.	24.24	243	32.11	.....do.....	18.24	45.32	.....	1,098.55	.....	.....	Covers part 104043.
104089	Peabody, North Reading.	Boston and Maine R R.	9.56	113	25.41	.....do.....	18	42.75	.....	408.69	.....	.....	
104090	North Cambridge Junction (n. o.), Waltham.	Fitchburg R. R. Co..	6.79	453	19.74	.....do.....	43	60.71	.....	412.22	.....	.....	
104091	Vacant.												
104092	Vacant.												
104093	Vacant.												
104094	Vacant.												
104095	Marlboro Junction (n. o.), Marlboro.	New York, New Haven and Hartford R. R. Co.	1.70	705	20.44	.....do.....	8	72.68	.....	123.55	.....	.....	New from July 1, 1897; formerly part of 104051.
	RHODE ISLAND.												
105001	Providence, R. I., Worcester Station (n. o.), Mass.	New York, New Haven and Hartford R. R. Co.	43.68	4,008	26	apt. 16.5 by 7.8 (av.), 2 l.	99.19	156.47	.....	6,834.60	.....	.....	
105002	Vacant.												
105003	Providence, R. I., Willimantic, Conn.	New England R. R. Co.	58.63	1,463	25	apt. 20.2 by 9.2, 1 l...	17.71	105.17	.....	6,166.11	.....	.....	
105004	Providence, Bristol...	New York, New Haven and Hartford R. R. Co.	14.86	1,163	24	no apt.....	34.17	92.34	.....	1,372.17	.....	.....	
105005	Warren, Fall River...	.....do.....	10.02	812	26	.....do.....	33.50	76.95	.....	771.03	.....	.....	
105006	Providence, Pascoag..	New England R. R. Co.	23.17	1,454	22	apt. 12.6 by 6.4, 2 l...	15.51	104.31	.....	2,416.86	.....	.....	
105007	West Kingston, Narragansett Pier.	Narragansett Pier R. R. Co.	9.18	550	21	no apt.....	24	65.84	.....	604.41	.....	.....	
105008	Auburn, Hope.....	New York, New Haven and Hartford R. R. Co.	10.78	324	18	.....do.....	28.10	51.30	.....	553.01	.....	.....	
105009	Wood River Junction (n. o.), Hope Valley.	Wood River Branch R. R. Co.	5.58	273	29	.....do.....	18	47.88	.....	267.17	.....	.....	
105010	Auburn, Buttonwoods	New York, New Haven and Hartford R. R. Co.	9.62	74	16	.....do.....	12	42.75	.....	411.25	.....	.....	
105011	Woonsocket, Harrisville.	New England R. R. Co.	12.01	107	19	.....do.....	14.18	42.75	.....	513.42	.....	.....	

H.—*Table showing the adjustment of the rates of pay per mile on railroad routes in States and Territories in which the contract term expired June 30, 1897, and also on certain new routes in other States and Territories, etc.*—Continued.

No. of route.	State and termini.	Corporate title of company.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail car or apartment.	Average trips per week.	Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Annual rate of pay for transportation.	Annual rate of pay for r. p. o. cars.	Weighed for 30 days from October 7, 1896, unless otherwise noted.	Remarks.
	CONNECTICUT.		*Miles.*	*Pounds.*		*Feet and inches.*		*Dollars.*	*Dols.*	*Dollars.*	*Dollars.*		
106001	Norwich, Conn., Worcester, Mass.	New England R. R. Co.	59.48	2,638	23.51	apt. 18 by 8.8 (av.), 21.	30.81	136.80	.....	8,136.86	.....	.....	
106002	New Britain, Middletown.	New York, New Haven and Hartford R. R. Co.	14.26	417	17.72	no apt.....	32.68	58.14	.....	829.07	.....	.....	Covers route 106003.
106003	Vacant.												
106004	New York, N. Y., Boston, Mass.	.....do.....	230.05	102,412	32.32	r. p. o. 5 l. 60 ft. and 3 l. 55 ft., New York to New Haven, 72.78 m., and 2½ l. 60 ft. and 1 l. 55 ft., New Haven to Boston, 157.27 m. Cars authorized: 41. 60 ft., 3 l. 55 ft. and 1 l. 50 ft., New York to New Haven; 2½ l. 60 ft. and 1 l. 55 ft. residue; apt. 20.4 by 7.7 (av.), 31., 21., and 1 l. over different parts of route.	124.57	1,211.54	{390 / 175}	278,714.77	55,906.45	.....	r. p. o. $390 per m., 72.78 m., New York to New Haven; $175 per m., 157.27 m., New Haven to Boston. Covers routes 104035, 105002, and part of route 106005.
106005	New Haven, Conn., Springfield, Mass.	.....do.....	62.50	72,405	31.24	r. p. o. 2 l. 60 ft. and 2 l. 55 ft. Cars authorized: 11. 60 ft., 2 l. 55 ft., and 11. 50 ft.; apt. 33 by 8.2 l.	87.58	890.91	190	55,681.87	11,875.00	.....	Route curtailed; part covered by route 106004.
106006	Waterbury, Watertown.	.....do.....	6.42	372	18.06	no apt	15	54.72	.....	351.30	.....	.....	

						(av.), 1 l. over entire route and additional line over part of route.							
106008	Vernon, Melrose	do	12.94	222	19.08	no apt	19.20	43.61		564.31			
106009	New Canaan, Stamford Station (n. o.).	New York, New Haven and Hartford R. R. Co.	7.96	362	23.24	do	24	53.87		428.80			
106010	New Haven, Conn., Shelburne Falls, Mass.	do	100.33	2,754	28.70	apt. 14.8 by 6.7 (av.), 2 l.	16.61	138.51		13,896.70			Covers route 104063.
106011	Naugatuck Junction (n. o.), Winsted.	do	57.11	3,379	22.42	apt. 15 by 7, 2 l.	27.24	147.06		8,398.50			Route curtailed.
106012	Bridgeport, Conn., Pittsfield, Mass.	do	111.41	3,074	27.64	apt. 20 by 8, 1 l. over entire route and additional line over part of route.	29.60	142.79		15,908.23			
106013	South Norwalk, Brookfield Junction (n. o.).	do	29.70	4,090	26.30	apt. 12.6 by 6.6, 1 l. over entire route and additional line over part of route.	42.95	157.32		4,672.40			Covers route 106022.
106014	New Haven, Willimantic.	do	54.11	16,195	28.37	r. p. o. ½ l. 60 ft.; apt. 12.6 by 6.4 (av.), 2 l.	23.66	289.85	25	15,683.78	1,850.00		r. p. o. cars run only one way.
106015	Hartford, Saybrook Point.	do	45.56	1,904	22.86	apt. 10.10 by 6.9 (av.), 2 l.	24.50	123.98		5,648.52			
106016	Hartford, Conn., Springfield, Mass.	New England R. R. Co.	31.75	933	26.06	apt. 10.11 by 6.4, 2 l.	12	82.08		2,606.04			
106017	Derby Junction (n. o.), Ansonia.	New York, New Haven and Hartford R. R. Co.	2.48	674	18.27	no apt	43	70.97		176.00			Route curtailed.
106018	Hartford, Conn., Rhinecliff, N. Y.	Philadelphia, Reading and New England R. R. Co.	110.82	1,077	28.62	apt. 10.6 by 6.7 (av.), 2 l. over part of route, 1 l. over residue.	11.63	88.07		9,759.91			
106019	Litchfield, Bethel	Shepang, Litchfield and Northern R. R. Co.	38.93	495	23.06	apt. 9 by 6, 1 l.	12	63.27		2,463.10			Covers route 106024.
106020	Turnerville, Colchester.	New York, New Haven and Hartford R. R. Co.	4.53	255	24.54	no apt	27	46.17		209.15			
106021	Farmington Station (n. o.), New Hartford.	do	14.30	946	25.95	apt. 10 by 6.10, 2 l.	18.93	82.94		1,186.04			
106022	Vacant.												
106023	Branchville, Ridgefield.	do	4.28	308	17.29	no apt	21	50.45		215.92			
106024	Vacant.												

H.—*Table showing the adjustment of the rates of pay per mile on railroad routes in States and Territories in which the contract term expired June 30, 1897, and also on certain new routes in other States and Territories, etc.*—Continued.

No. of route.	State and termini.	Corporate title of company.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail car or appartment.	Average trips per week.	Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Annual rate of pay for transportation.	Annual rate of pay for r. p. o. cars.	Weighed for 30 days from October 7, 1896, unless otherwise noted.	Remarks.
	CONNECTICUT—cont'd.												
			Miles.	*Pounds.*		*Feet and inches.*		*Dollars.*	*Dols.*	*Dollars.*	*Dollars.*		
106025	Windsor Locks, Suffield.	New York, New Haven and Hartford R. R. Co.	4.78	264	18.12	no apt.	27	47.03	.....	224.80	.....	.....	
106026	New Haven, Botsford.	.....do.....	24.19	1,656	27.87	apt. 20 by 8, 1 l.	25.57	112.86	.....	2,730.08	.....	.....	Covers part of route 106017.
	NEW YORK.												
107001	New York, Dunkirk..	Erie R. R. Co.....	459.88	25,093	31	r. p. o. 2 l. 50 by 9; 1 l. 65.4 by 9.2 to Rutherford Junc. (n. o.), 9.01 m.; 2 l. 50 by 9; ½ l. 65.4 by 9.2, thence to Ridgewood Junc. (n. o.), 11.13 m.; 2 l. 50 by 9; 1 l. 65.4 by 9.2, thence to Hornellsville 311.19 m.; 1 l. 50 by 9; 1 l. 65.4 by 9.2, thence to Salamanca 81.33 m., and 1 l. 50 by 9, thence to Dunkirk 46.72 m. apt. 19.1 (av.), 4 l., Jersey City to Port Jervis; 1 l., Elmira to Corning and Hornellsville to Dunkirk.	48.91	385.61	130	177,334.32	51,983.15	.....	r. p. o. pay $130 per mile for 9.01 miles, from New York to Rutherford Junction (n. o.); $105 per mile for 11.13 miles thence to Ridgeway Junction (n. o.); $130 per mile for 311.19 miles, thence to Hornellsville; $90 per mile for 81.33 miles, thence to Salamanca, and $40 per mile for 46.72 miles, thence to Dunkirk.
107002	Tallman, Sparkill.....	.....do.....	12.89	223	21	no apt.	12	43.61	.....	562.13	.....	.....	
107003	Buffalo, Station A, Niagara Falls.	.....do.....	27.14	884	23	.....do	9.55	80.37	.....	2,181.24	.....	.....	
107004	Newburgh, Greycourt.	.....do.....	19.13	518	23	.....do	30.66	64.13	.....	1,226.80	.....	.....	

						n.; apt. 20.1 by 9.2 (av.), 2 l.								
107009	Montgomery, Pine Island.	.....do.....	22.80	291	24	apt. 17.5 by 8.9 (av.), 1 l.	19.41	48.74	.....	1,086.90	.....	.....	Route restated.
107010	Vacant.												
107011	New York, Buffalo ...	New York Central and Hudson River R. R. Co.	439.52	250,449	39	r. p. o. 60 by 9, 10 l; apt. 34.3 by 9 (av.), 2 l., New York to Albany and Utica to Rome.	109.38	2,794.14	500	1,228,080.41	219,760.00	.....	
107012	Troy, Schnectady.....	.....do.....	20.44	2,522	25	no apt.....	29.07	185.09	.....	2,761.23	.....	.....	
107013	Syracuse, Rochester..	.....do.....	102.38	6,081	27	apt. 25.2 by 9.4, 2 l....	39.13	182.12	.....	18,645.44	.....	.....	
107014	Canandaigua, Tonawanda.	.....do.....	83.47	480	32	apt. 17.2 by 7.6 (av.), 1 l. over part of route.	11.84	62.42	.....	5,397.45	.....	.....	
107015	Lockport Junction (n. o.), Tonawanda.	.....do.....	11.48	1,746	30	no apt.....	28.50	117.14	.....	1,344.76	.....	.....	Do.
107016	Buffalo, Lewiston	.....do.....	29.22	15,781	26	apt. 18 by 9 (av.), 3 l. to Black Rock, 1 l. thence to Niagara Falls, and 3 l. thence to Station A, Niagara Falls.	89.49	285.57	.....	8,344.35	.....	.....	
107017	New York (One hundred and fifty-fifth st.), Brewster.	.....do.....	54.29	706	27	apt. 14.4 by 7.9 (av.), 2 l.	17.08	72.68	.....	3,945.79	.....	.....	
107018	Rochester, Niagara Falls.	.....do.....	77.56	7,136	27	apt. 22.8 by 9, 2 l.....	32.14	193.23	.....	14,986.91	.....	.....	
107019	Dunkirk, Titusville, Pa.	.....do.....	91.47	1,046	25	apt. 12 by 9 (av.), 1 l..	13	91.49	.....	8,368.59	.....	.....	
107020	Albany Junction (n. o.), Troy.	Delaware and Hudson Canal Co.	5.86	3,889	22	apt. 24.5 by 9, 2 l., Green Island Depot to Troy.	35.88	154.76	.....	906.89	.....	.....	
107021	Rochester, Charlotte..	New York Central and Hudson River R. R. Co.	9.36	94	22	no apt.....	16.08	42.75	.....	400.14	.....	.....	
107022	New York, Chatham..	.....do.....	127.12	8,493	31	apt. 18 by 9.3 (av.), 2 l.	29.06	148.77	.....	18,911.64	.....	.....	
107023	Goldenbridge, Mahopac.	.....do.....	7.85	45	21	no apt.....	8.79	42.75	.....	335.58	.....	.....	
107024	Eaglebridge, Rutland, Vt.	Delaware and Hudson Canal Co.	62.91	1,527	27	apt. 22.10 by 7.8 (av.), 1 l. to Castleton, 2 l. residue.	19.43	107.73	.....	6,777.29	.....	.....	
107025	Schnectady, Ballston Spa.	.....do.....	15.24	590	38	no apt.....	18	67.55	.....	1,029.46	.....	.....	
107026	Albany, Rouse Point..	.....do.....	191.36	12,640	28	apt. 29.6 by 9, 3 l. part, 2 l. residue.	31.93	252.28	.....	48,266.73	.....	.....	
107027	Cobleskill, Cherry Valley.	.....do.....	22.86	336	17	no apt.....	13	52.16	.....	1,192.37	.....	.....	

H.—*Table showing the adjustment of the rates of pay per mile on railroad routes in States and Territories in which the contract term expired June 30, 1897, and also on certain new routes in other States and Territories, etc.*—Continued.

No. of route.	State and termini.	Corporate title of company.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail car or apartment.	Average trips per week.	Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Annual rate of pay for transportation.	Annual rate of pay for r. p. o. cars.	Weighed for 30 days from October 7, 1896, unless otherwise noted.	Remarks.
	NEW YORK—cont'd.		*Miles.*	*Pounds.*		*Feet and inches.*		*Dollars.*	*Dols.*	*Dollars.*	*Dollars.*		
107028	Albany, Binghamton..	Delaware and Hudson Canal Co.	143.07	4,581	29	apt. 26.6 by 9, 2 l.....	86.51	165.05	.....	23,613.70	.....	.....	
107029	South Junction (n. o.), Ausable Forks.	.....do.....	19.37	401	18	no apt.....	12	56.43	.....	1,092.04	.....	.....	
107030	Delanson, Schenectady	.....do.....	15.40	259	17	.....do	12	46.17	.....	711.01	.....	.....	
107031	Nineveh Junction, Jefferson Junction (n. o.).	.....do.....	22.01	451	30	apt. 10.9 by 6.9 (av.), 11	7.89	59.85	.....	1,317.29	.....	.....	
107032	Fort Edward, Lake George.	.....do.....	15.05	883	20	no apt.....	26.16	80.37	.....	1,209.56	.....	.....	
107033	West Chazy, Mooers..	.....do.....	10.68	32	25	.....do	6	42.75	.....	456.57	.....	.....	
107034	Station A, Niagara Falls, Richland.	New York Central and Hudson River R. R. Co.	180.49	1,675	25	apt. 22.6 by 9, 21. over part, 1 l. residue.	14.15	113.72	.....	20,525.32	.....	.....	
107035	Watertown, Cape Vincent.	.....do.....	25.83	532	27	no apt.....	15	64.98	.....	1,678.43	.....	.....	
107036	Rome, Ogdensburg ...	.....do.....	142.06	5,215	28	apt. 25 by 9, 21. to Dekalb Junction.	18.42	172.71	.....	24,535.18	.....	.....	
107037	Syracuse, Pulaski.....	.....do.....	37.96	1,832	28	apt. 25 by 9, 1 l.....	19	120.56	.....	4,578.86	.....	.....	
107038	Vacant.												
107039	Watertown, Sacket Harbor.	.....do.....	12.55	362	24	no apt.....	12	53.87	.....	676.06	.....	.....	
107040	Vacant.												
107041	Utica, Chenango Forks	Delaware, Lakawanna and Western R. R. Co.	83.76	2,898	27	apt. 19.6 by 9, 1 l.....	25.20	140.22	.....	11,744.82	.....	.....	
107042	Owego, Ithaca	.....do.....	35.10	1,255	31	apt. 10.7 by 7, 1 l.....	16	95.76	.....	3,361.17	.....	.....	
107043	Richfield Junction (n. o.), Richfield Springs.	.....do.....	22.01	770	22	no apt.....	15	75.24	.....	1,656.03	.....	.....	
107044	Oyster Bay, Hempstead.	Long Island R. R. Co.	17.09	1,327	27	apt. 14 by 8.9, 21. Oyster Bay to Mineola.	18.95	99.18	.....	1,694.98	.....	1897, May 12	Route restated.

	Greenport.					route, 1 additional over parts of route.							
107046	Hicksville, Wading River.	.....do.....	44.89	1,430	26	apt. 20 by 8.8, 2 l.....	12	103.46	.....	4,644.31	.....	....do ...	Do.
107047	Conesus Lake Junction (n. o.), Lakeville.	Erie R. R. Co.....	1.54	58	20	no apt.....	12	42.75	.....	65.83	.....	.....	
107048	Oswego, Cornwall Station (n. o.).	New York, Ontario and Western Rwy. Co.	272.90	2,241	24	apt. 18.10 by 7.11 (av.), 1 l. to Roscoe, 2 l. residue.	19.08	131.67	.....	35,932.74	.....	.....	
107049	Gouverneur, Edwards.	New York Central and Hudson River R. R. Co.	15.25	207	19	no apt.....	12	42.75	.....	651.93	.....	.....	
107050	Walton, Delhi	New York, Ontario and Western Rwy. Co.	17.33	411	20	.....do	19	57.29	.....	992.83	.....	.....	
107051	Clinton, Rome	.....do.....	13.56	234	16	.....do	12	44.46	.....	602.87	.....	.....	
107052	Moira, Tupper Lake..	Northern New York R. R. Co.	54.54	180	20	apt. 7.9 by 6.5 (av.), 1 l. to Brandon.	8.02	42.75	.....	2,331.58	.....	May 12	
107053	Rouse Point, Ogdensburg.	Ogdensburg and Lake Champlain R. R. Co.	118.97	1,603	28	apt. 25.6 by 8.4 (av.), 1 l.	12	111.15	.....	13,223.51	.....	.....	
107054	Chatham, Bennington.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	No distance circular and not readjusted; discontinued Aug. 21, 1897.
107055	Schoharie, Middleburg	Middleburg and Schoharie R. R. Co.	6.06	358	19	no apt.....	18	53.87	.....	326.45	.....	.....	
107056	Schoharie Junction (n. o.), Schoharie.	Schoharie Valley Rwy. Co.	4.91	593	19	.....do	18	67.55	.....	331.67	.....	.....	
107057	Utica, Randallsville ..	New York, Ontario and Western Rwy. Co.	31.10	1,214	21	apt. 15.8 by 7.1 (av.), 2 l.	18	94.05	.....	2,924.95	.....	.....	
107058	Buffalo, N. Y., Emporium, Pa.	Western New York and Pennsylvania Rwy. Co.	121.41	2,583	26	apt. 18 by 9.3 (av.), 3 l. over part, 1 l. residue.	13.16	135.95	.....	16,505.68	.....	.....	
107059	Swain, Angelica.....	Central New York and Western R. R. Co.	18.63	82	14	no apt.....	12	42.75	.....	796.43	.....	.....	
107060	Hartlot, Skaneateles..	Skaneateles R. R. Co.	5.06	1,868	15	.....do	15	122.27	.....	618.68	.....	.....	
107061	Buffalo, N.Y., Oil City, Pa.	Western New York and Pennsylvania Rwy. Co.	137.65	6,617	26	apt. 25 by 9, 2 l.....	25.40	188.10	.....	25,891.96	.....	.....	
107062	New York (foot of Whitehall street), Mariner Harbor.	Staten Island Rapid Transit R. R. Co.	9.90	2,462	18	apt. 10.3 by 8.3 (av.), 4 l. to St. George (n. o.).	32.90	134.24	.....	1,328.97	.....	.....	
107063	Canandaigua, Elmira.	Northern Central Rwy. Co.	69.22	5,618	30	apt. 21 by 9, 1 l.....	25	176.99	.....	12,251.24	.....	.....	

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	NEW YORK—cont'd.		*Miles.*	*Pounds.*		*Feet and inches.*		*Dollars.*	*Dols.*	*Dollars.*	*Dollars.*	1897.	
107064	Binghamton, Oswego.	Delaware, Lackawanna and Western R. R. Co.	114.50	5,110	30	apt. 21.2 by 9 (av.), 3 l. over part, 2 l. residue.	25.35	171.86	.....	19,677.97	.....	.....	
107065	Saranac Lake, Newman.	Chateaugay R. R. Co.	10.36	91	30	no apt.....	18	42.75	.....	442.89	.....	May 12	
107066	Rouse Point, Canada Line (n. o.).	Champlain and St. Lawrence R. R. Co.	2.17	4,890	30	.....do	24.60	169.29	.....	367.35	.....	.....	
107067	Niverville, Hudson...	Kinderhook and Hudson Rwy.	13.63	277	17	.....do	18	47.88	.....	892.00	.....	.....	
107068	St. George (n. o.), Tottenville.	Staten Island Rapid Transit R. R. Co.	14.82	1,055	19	.....do	39.25	87.21	.....	1,292.45	.....	.....	
107069	Hudson, Chatham....	Boston and Albany R. R. Co.	17.81	211	25	.....do	18	42.75	.....	761.37	.....	.....	
107070	Silver Lake Junction (n. o.), Perry.	Silver Lake Rwy. Co.	8.22	419	21	.....do	12	58.14	.....	477.91	.....	.....	
107071	Syracuse, Earlville...	New York Central and Hudson River R. R. Co.	43.86	503	18	apt. 18.3 by 8.8 (av.), 1 l.	13.87	67.55	.....	2,962.74	.....	.....	
107072	Geneva, N. Y., Sayre, Pa.	Lehigh Valley R. R. Co.	76.73	4,614	28	r. p. o. 60 by 8.10 (40 ft. authorized), 1 l., between Geneva Junction (n. o.) and Geneva 2.37 m. and between Van Etten Junction (n. o.) and Sayre, 14.78 m.; apt. 22.6 by 8.3, 2 l. part, 1 l. residue.	26.53	165.02	25	12,661.98	428.75	.....	r. p. o. on 17.15 miles only.
107073	Station B, Kingston, Bloomville.	Ulster and Delaware R. R. Co.	86.56	2,103	24	apt. 20 by 8.10, 3 l....	19	129.11	.....	11,175.76	.....	(a)	
107074	Vails Gate Junction (n. o.), Newburg Junction (n. o.).	Erie R. R. Co.....	13.64	296	30	no apt.....	23.80	49.59	.....	676.81	.....	.....	

107075	Canastota, South Bay.	Lehigh Valley R. R. Co.	0.12	50	27	.....do.....	..	.....	.....	.....	.....	.....	.....
107076	Vacant.												
107077	Saratoga Springs, Schuylersville.	Fitchburg R. R. Co..	18.16	262	22	.....do.....	12	47.03	.....	613.91	.....	May 12
107078	Port Jervis, Monticello	Port Jervis, Monticello and New York R. R. Co.	24.94	482	20	.....do.....	12	62.42	.....	1,556.75	.....	.....
107079	Poughkeepsie, Boston Corner.	Poughkeepsie and Eastern Rwy. Co.	36.63	334	21	apt. 9 by 17, 1 l.....	8.90	52.16	.....	1,910.62	.....	.....
107080	Canastota, Elmira....	Lehigh Valley R. R. Co.	118.60	1,283	26	apt. 15.10 by 9 (av.), 1 l.	19.84	97.47	.....	11.559.94	.....	.....
107081	Fonda, Northville	Fonda, Johnstown and Gloversville R. R. Co.	26.81	1,250	20	apt. 14.8 by 6.8 (av.), 2 l.	18.93	95.76	.....	2,567.32	.....	.....
107082	Johnsonville, Greenwich.	Greenwich and Johnsonville Rwy. Co.	15.43	398	21	no apt.....	18	56.43	.....	870.71	.....	.....
107083	Montgomery, Kingston.	Wallkill Valley R. R. Co.	33.21	1,290	24	apt. 16.5 by 8.9 (av.), 1 l.	12.25	97.47	.....	3,236.97	.....	.....
107084	Sayre, Pa., North Fairhaven, N. Y.	Lehigh Valley R. R. Co.	117.86	1,249	28	apt. 14.1 by 7.8 (av.), 2 l. to Auburn, 1 l. residue.	15.15	95.76	.....	11,296.27	.....	.....
107085	Dutchess Junction, Millerton.	Newburg, Dutchess and Connecticut R. R. Co.	59.04	713	16	apt. 13.6 by 6.4 (av.), 1 l.	11.50	72.68	.....	4,291.02	.....	.....
107086	Cooperstown, Davenport Center.	Cooperstown and Charlotte Valley R. R. Co.	25.83	536	20	no apt.....	13.97	64.98	.....	1,678.43	.....	.....
107087	Utica, Watertown....	New York Central and Hudson River R. R. Co.	91.90	4,417	27	apt. 21.4 by 8.8 (av.), 3 l. to Remsen, 2 l. thence to Carthage, 1 l. residue.	23.15	162.45	.....	14,929.15	.....	.....
107088	Carthage, Ogdensburg	.....do	60.79	2,509	22	apt. 22.6 by 8.7 (av.), 1 l.	16.21	135.09	.....	8,212.12	.....	.....
107089	Auburn, Ithaca.....	Lehigh Valley R. R. Co.	44.92	727	27	apt. 15 by 9, 1 l.....	8.26	73.53	.....	3,302.96	.....	.....
107090	Sodus Point, Stanley..	Northern Central Rwy. Co.	83.56	174	23	apt. 8.5 by 6.6, 1 l.....	8.95	42.75	.....	1,434.69	.....	.....
107091	Buffalo, Jamestown...	Erie R. R. Co	69.08	2,062	28	apt. 17.6 by 9.1 (av.), 2 l.	21.90	129.11	.....	8,918.91	.....	.....
107092	Pinebush, Middletown	.....do.....	13.73	212	14	no apt.....	12	43.61	.....	598.76	.....	.....
107093	Long Island City, Sag Harbor.	Long Island R. R. Co.	99.45	4,716	27	apt. 19.4 by 8.9 (av.), 2 l. over entire route, additional over parts of route.	35.95	166.78	.....	16,581.29	.....	May 12
107094	Winfield Junction, Thomaston.	.....do.....	10.16	2,019	26	apt. 13.10 by 6.8, 3 l...	50.09	128.25	.....	1,303.02	.....	....do ...

a Sixty days from May 12, 1897.

H.—*Table showing the adjustment of the rates of pay per mile on railroad routes in States and Territories in which the contract term expired June 30, 1897, and also on certain new routes in other States and Territories, etc.*—Continued.

No. of route.	State and termini.	Corporate title of company.	Length of route,	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail car or apartment.	Average trips per week.	Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Annual rate of pay for transportation.	Annual rate of pay for r. p. o. cars.	Weighed for 30 days from October 7, 1896, unless otherwise noted.	Remarks.
	NEW YORK—cont'd.		*Miles.*	*Pounds.*		*Feet and inches.*		*Dollars.*	*Dols.*	*Dollars.*	*Dollars.*	1897.	
107095	Saratoga Springs, North Creek.	Adirondack Rwy. Co.	57.08	931	24	apt. 20.6 by 7.9 (av.), 1 l.	8.99	82.08	.....	4,685.12	.....	May 12	
107096	Bath, Hammondsport.	Bath and Hammondsport R. R. Co.	10.05	382	20	no apt.....	18	55.58	.....	558.57	.....	.....	
107097	Silver Lake Junction (n.o.), Silver Springs.	Buffalo, Rochester and Pittsburg Rwy. Co.	1.08	39	13	.....do	12	42.75	.....	46.17	.....	.....	
107098	Whitehall, Castleton..	Delaware and Hudson Canal Co.	13.38	3,221	31	apt. 25 by 9, 2 l.....	21.11	145.35	.....	1,944.78	.....	.....	
107099	Vacant.												
107100	Valley Stream, Far Rockaway.	Long Island R. R. Co.	5.39	563	23	apt. 17.10 by 8.9, ½ l...	18	66.60	.....	359.45	.....	May 12	
107101	Sidney, Edmeston	New York, Ontario and Western Rwy. Co.	32.20	554	16	apt. 15 by 6.10, 1 l.....	15	65.84	.....	2,120.04	.....	.....	
107102	Rochester, N. Y., Walston, Pa.	Buffalo, Rochester and Pittsburg Rwy. Co.	238.87	1,366	22	apt. 20 by 9, 1 l. to to West, 2 l. thence to Bradford, 1 l. thence to Mount Jewett, and 2 l. thence to Punxsutawney.	13.43	100.89	.....	24,093.59	.....	.....	
107103	Lyons, N. Y., Williamsport, Pa.	Fall Brook Rwy. Co.	186.85	1,754	26	apt. 18.4 by 9.1 (av.), 1 l. to Jersey Shore, 2 l. residue.	16.07	117.14	.....	21,887.60	.....	.....	
107104	New City, New City Junction.	New Jersey and New York R. R. Co.	4.22	53	18	no apt.....	15	42.75	.....	180.40	.....	.....	
107105	Plattsburg, Saranac Lake.	Chateaugay R. R. Co.	78.62	588	20	apt. 12.3 by 8, 1 l.....	12	67.55	.....	4,973.03	.....	May 12	
107106	Albany, Troy.....	New York Central and Hudson River R. R. Co.	7.22	13,073	20	no apt.....	77.98	256.50	.....	1,851.93	.....	.....	

107107	Mechanicsville, Reynolds.	Fitchburg R. R. Co..	4.68	18	25	.....do	6	42.75	.....	200.07	.....	.....	
107108	Hoboken, N. J., Buffalo, N. Y.	Delaware, Lackawanna and Western R. R. Co.	410.09	6,815	33	apt. 20.6 by 8.8 (av.) over part of route.	41.78	189.81	.....	77,830.18	.....	.....	
107109	New Rochelle, N. Y., Jersey City (Pennsylvania R. R. station), N. J.	New York, New Haven and Hartford R. R. Co.	24.78	5,982	19	no apt.....	26.90	181.26	.....	4,491.62	.....	.....	
107110	Vacant.												
107111	Vacant.												
107112	Stewart Junction (n. o.), Hempstead Crossing (n. o.).	Long Island R. R. Co.	3.87	448	26	.....do	27	59.85	.....	231.61	.....	May 12	
107113	Summitville, Ellenville	New York, Ontario and Western Rwy. Co.	8.21	429	23	.....do	24	59.00	.....	484.39	.....	.....	
107114	West Troy Junction (n. o.), Green Island Depot (n. o.).	Delaware and Hudson Canal Co.	.78	16,023	21	apt. 29.6 by 9 (av.), 1 l.	136	288.14	.....	224.74	.....	.....	
107115	Theresa Junction (n. o.), Clayton.	New York Central and Hudson River R. R. Co.	16.05	320	27	no apt.....	12	51.30	.....	823.36	.....	.....	
107116	Vacant.												
107117	Manor Junction (n. o.), Eastport Junction (n. o.).	Long Island R. R. Co.	5.92	18	21	.....do	6	42.75	.....	253.06	.....	May 12	
107118	Phœnecia, Hunter....	Stony Clove and Catskill Mountain R. R. Co.	14.45	637	17	.....do	18.84	69.26	.....	1,000.80	.....	(a)	
107119	Herkimer, Malone....	New York Central and Hudson River R. R. Co.	174.25	1,864	24	apt. 17.11 by 7.3 (av.), 2 l. between Remsen and Malone, 1 l. residue.	7.97	122.27	.....	21,305.54	.....	.....	Route restated.
107120	Whitestone Junction (n. o), Whitestone.	Long Island R. R. Co.	4.20	393	24	no apt.....	27.87	56.43	.....	237.00	.....	May 12	
107121	Mechanicsville, Schuylersville Junction (n. o.).	Fitchburg R. R. Co..	14.74	335	22	.....do	12	52.16	.....	768.83	.....	...do	
107122	Addison, N. Y., Galeton, Pa.	Addison and Pennsylvania Rwy. Co.	46.43	584	22	apt. 14.9 by 6.10, 1 l...	12.97	67.55	.....	3,136.34	.....	.....	
107123	Rochester, Hinsdale..	Western New York and Pennsylvania Rwy. Co.	99.36	913	24	apt. 16 by 8.10, 1 l.....	12	81.23	.....	8,071.01	.....	.....	
107124	Brooklyn, Jamaica....	Long Island R. R. Co.	9.81	1,438	22	apt. 12 by 6.7, 3 l.....	59.03	103.46	.....	1,014.94	.....	May 12	
107125	Hopewell Junction, Fishkill on the Hudson.	New England R. R. Co.	13.71	1,829	26	apt. 20.7 by 8.10 (av.), 1 l.	6	63.27	.....	867.43	.....	.....	Lap service over route 107085.

a Sixty days from May 12, 1897.

H.—*Table showing the adjustment of the rates of pay per mile on railroad routes in States and Territories in which the contract term expired June 30, 1897, and also on certain new routes in other States and Territories, etc.*—Continued.

No. of route.	State and termini.	Corporate title of company.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail car or apartment.	Average trips per week.	Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Annual rate of pay for transportation.	Annual rate of pay for r. p. o. cars.	Weighed for 30 days from October 7, 1896, unless otherwise noted.	Remarks.
	NEW YORK—cont'd.		*Miles.*	*Pounds.*		*Feet and inches.*		*Dollars.*	*Dols.*	*Dollars.*	*Dollars.*	1897.	
107126	Buffalo, Black Rock (n. o.), (N. Y. C. & H. R. R. R. station).	Grand Trunk Rwy. Co., of Canada.	3.50	495	18	no apt.....	9	63.27	.....	221.44	.....	.....	
107127	Vacant.												
107128	Hayt Corners, Willard.	Lehigh Valley R. R. Co.	5.60	218	12	.....do	21	43.61	.....	244.21	.....	.....	
107129	New York, Albany...	New York Central and Hudson River R. R. Co.	142.50	4,750	28	apt. 20 by 9, 2 l. from Weehawken to Albany.	33.06	166.73	.....	23,759.02	.....	.....	
107130	Buffalo (Exchange Street Station), West.	Buffalo, Rochester and Pittsburg Rwy. Co.	48.24	1,250	24	apt. 20 by 9, 11.....	17.04	95.76	.....	4,619.46	.....	.....	
107131	Kaaterskill Junction (n. o.), Kaaterskill.	Kaaterskill R. R. Co.	9.10	199	17	no apt.....	19	42.75	.....	389.02	.....	June 15	
107132	Boundary Line (n. o.), Massena Springs.	United States and Canada R. R. Co.	21.55	164	24	.....do	6	42.75	.....	921.26	.....	.....	
107133	Massena Springs, Dekalb Junction.	New York Central and Hudson River R. R. Co.	38.23	1,988	25	apt. 25 by 9, 2 l. between Norwood and Dekalb Junction.	12.90	127.40	.....	4,870.50	.....	.....	Route restated.
107134	Carthage, Newton Falls.	.....do.....	46.46	277	14	no apt.....	12	47.88	.....	2,224.50	.....	.....	Do.
107135	Jamestown, Mayville.	Jamestown and Lake Erie Rwy. Co.	24.44	199	17	.....do	12	42.75	.....	1,044.81	.....	.....	
107136	Windsor Beach, Rochester.	New York Central and Hudson River R. R. Co.	7.63	753	24	.....do	24.50	74.39	.....	567.59	.....	.....	
107137	Cornwall Junction (n. o.), New York (foot of Jay street).	New York, Ontario and Western Rwy. Co.	56.05	3,639	24	apt. 22.6 by 9 (av.), 2 l. to Weehawken.	19	40.18	.....	2,252.08	.....	.....	Lap service over route 107129.
107138	Fulton, Woodward Junction (n. o.).	New York Central and Hudson River R. R. Co.	17.52	492	29	no apt.....	19.29	63.27	.....	1,108.49	.....	.....	

107139	Hammels Station (n. o.), Far Rockaway.	New York and Rockaway Beach R. R. Co.	3.35	359	21	apt 17.10 by 8.9, 1 l.	15	53.87		180.46		May 12	
107140	Summitville, West Brookville.	Port Jervis, Monticello and New York R. R. Co.	10.68	64	19	apt.	9	42.75		456.57			
107141	Oswego, Fulton	New York Central and Hudson River R. R. Co.	13.43	385	29	do	12	5.13		68.89			Lap service over route 107048.
107142	Prattsburg, Kanona	Kanona and Prattsburg Rwy. Co.	12.19	231	15	do	18	44.46		541.90			
107143	Vacant.												
107144	Vacant.												
107145	Mahopac Mines, Baldwin Place.	New York Central and Hudson River R. R. Co.	4.14	47	18	do	6	42.75		176.98			
107146	Bombay, Moira	Ogdensburg and Lake Champlain R. R. Co.	9.17	42	16	do	6	42.75		392.01			
107147	Glendale Junction (n. o.), Oceanus.	New York and Rockaway Beach R. R. Co.	8.93	483	21	apt. 17.10 by 8.9, 1 l.	36	62.42		557.41		May 12	
107148	Cadosia, Scranton	New York, Ontario and Western Rwy. Co.	54.46	109	24	no apt.	6	42.75		2,328.16			
107149	Cayuga, Cayuga Junction (n. o.).	Lehigh Valley R. R. Co.	3.87	30	24	do	9	42.75		165.44			
107150	Vacant.												
107151	Wellsville, Galeton	Buffalo and Susquehanna R. R. Co.	38	414	23	apt. 15.6 by 17.7 (av.), 1 l.	15	57.29		2,177.02		June 2	Route restated.
107152	Fort Ticonderoga, Ticonderoga.	Delaware and Hudson Canal Co.	2.14	271	24	no apt.	15	47.03		100.64			
107153	Bridgewater, New Berlin.	Unadilla Valley Rwy. Co.	19.74	246	16	do	12	45.32		894.61			
107154	Ravena, Fullers Station.	New York Central and Hudson River R. R. Co.	19.51	197	30	do	15	42.75		834.03			
107155	Vacant.												
107156	Vacant.												
107157	Vacant.												
107158	Millerton, State Line (n. o.).	Philadelphia, Reading and New England R. R. Co.	1.16	51	24	do	15	42.75		49.59			
107159	Vanetten Junction (n. o.), Geneva Junction (n. o.).	Lehigh Valley R. R. Co.	56.34	7,818	26	r. p. o. 60 by 8.10, 1 l. (authorized, 1 l. 40 ft., 56.34 m.); apt. 27.6 by 8.3 (av.) 1 l.	31.03	200.93	25	11,320.39	1,408.50		
107160	Geneva, Buffalo	do	103.09	5,926	27	r. p. o. 60 by 8.10, 1 l. (authorized, 1 l. 40 ft., 103.89 m.).	32.04	180.41	25	18,598.46	2,577.25		

H.—*Table showing the adjustment of the rates of pay per mile on railroad routes in States and Territories in which the contract term expired June 30, 1897, and also on certain new routes in other States and Territories, etc.*—Continued.

No. of route.	State and termini.	Corporate title of company.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail car or apartment.	Average trips per week.	Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Annual rate of pay for transportation.	Annual rate of pay for r. p. o. cars.	Weighed for 30 days from October 7, 1896, unless otherwise noted.	Remarks.
	NEW YORK—cont'd.		*Miles.*	*Pounds.*		*Feet and inches.*		*Dollars.*	*Dols.*	*Dollars.*	*Dollars.*	1897.	
107161	Rochester, Holden...	Lehigh Valley R. R. Co.	29.02	920	27	no apt.....	26.20	82.08	.....	2,381.96	.....	.....	Covers 107162.
107162	Olean, Bolivar.....	Central New York and Western R. R. Co.	18.56	245	12	.....do	12	45.32	.....	841.13	.....	.....	
107163	Dolgeville, Little Falls.	Little Falls and Dolgeville R.R.Co.	9.79	411	23	.....do	13	57.29	.....	560.86	.....	.....	
107164	Vacant.												
107165	Clifton (n. o.), Rosebank.	Staten Island Rapid Transit R. R. Co.	.95	282	16	.....do	30	47.88	.....	45.48	.....	.....	
107166	Vacant.												
107167	Vacant.												
107168	Saranac Junction (n.o.), Saranac Lake.	New York Central and Hudson River R. R. Co.	6.27	310	15	.....do	22	50.45	.....	316.32	.....	.....	
107169	Vacant.												
107170	Vacant.												
107171	Malone, Canada Line (n. o.).	St. Lawrence and Adirondack Rwy. Co.	11.34	292	32	.....do	12	48.74	.....	552.71	.....	.....	
107172	Vacant.												
107173	Geneva, Naples.....	Lehigh Valley R. R. Co.	30.92	335	15	apt. 6.3 by 7.1, 1 l....	12	52.16	.....	1,612.78	.....	.....	Covers 107164.
107174	Vacant.												
107175	Bushwick Junction (n. o.), East New York.	Long Island R. R. Co.	3.08	50	20	no apt.....	12.15	42.75	.....	131.67	.....	May 12	
107176	Mechanicsville, Glenville Station (n. o.).	Delaware and Hudson Canal Co.	13.15	96	14	.....do	10.55	42.75	.....	562.16	.....	.....	Route restated.
107177	Bridgehampton, Amagansett.	Long Island R. R. Co.	10.95	227	30	apt. 20 by 8 10, 1 l....	15	45.32	.....	496.25	.....	May 12	
107178	Vacant.												

107183	Vacant.														
107184	Vacant.														
107185	Vacant.														
107186	Vacant.														
107187	Vacant.														
107188	Vacant.														
107189	Vacant.														
107190	Brooklyn (Fulton and Court streets), Station O (Sheepshead Bay).	Kings County Elevated Rwy. Co.	8.50	112	10	....do	31	42.75	406.12						New from Nov. 8, 1906.
107191	Peekskport (n. o.), White Corners (n. o.).	New York, Ontario and Western Rwy. Co.	3.60	181	23	....do	6	42.75	187.74						Covers 110208 and 110252.
107192	Erie Junction (n. o), N. Y., Oswayo, Pa.	New York and Pennsylvania R. R. Co.	41.29	209	19	....do	11.91	42.75	1,765.14						
107193	De Pew Junction (n. o.), Tonawanda Junction (n. o.).	Lehigh Valley R. R. Co.	10.48	2,325	24	....do	13	132.53	1,868.91						
	NEW JERSEY.														
109001	New York, N. Y., Easton, Pa.	Central R. R. Co. of New Jersey.	74.29	14,155	27	r. p. o. cars, 2 l. Jersey City to Bound Brook 60 by 9; authorized, 11 l. 60 ft. and 11 l. 40 ft., Jersey City to Bound Brook; apt. 31, Jersey City to Easton 20.1 by 9 (av) and 3 l. additional. Jersey City to Elizabeth, 21.10 by 8.9 (av.).	66.39	268.47	75	19,920.47	2,340.00				
109002	Somerville, Flemington.	do	15.94	413	24	do	33.74	57.29	913.20						
109003	Elizabethport, Bayhead Junction (n. o.).	do	50.21	5,500	27	apt. 31, Elisabethport to Point Pleasant, and 1 additional l. Longbranch to Manasquan, 25.4 by 8.10.	82.57	176.99		8,886.66					

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	NEW JERSEY—cont'd.		*Miles.*	*Pounds.*		*Feet and inches.*		*Dollars.*	*Dols.*	*Dollars.*	*Dollars.*	1897.	
109004	New York, N.Y., Philadelphia, Pa.	Pennsylvania R. R. Co.	90.65	309,294	31	r. p. o cars, 16 l. 60 by 2 8.7; authorized, 12 l. 60 ft. and 2 l. 40 ft.; apt. 3 l., Jersey City to Philadelphia, 21 by 8.9, and 1 l. Trenton to Philadelphia, 21.6 by 9.3.	99.4 3	422.57	650 3	10,255.97	58,272.50	.....	
109005	Philadelphia, Pa., South Amboy, N.J.	.....do.....	61.86	2,134	24	apt. 2 l, 20 by 9.....	26.65	129.96	.....	8,039.32	.....	.....	Extended to begin at Philadelphia.
109006	Philadelphia, Pa., Pemberton, N.J.	.....do.....	25.94	1,753	24	apt. 1 l, 15 by 6.....	37.96	117.14	.....	3,038.61	.....	.....	Do.
109007	Burlington, Lumberton.	.....do.....	10.25	173	21	no apt.....	20.08	42.75	.....	438.18	.....	.....	
109008	Trenton, Manunkachunk (n. o.).	.....do.....	67.85	2,955	29	apt. 1 l, 21.6 by 9.3....	13.48	141.08	.....	9,572.27	.....	.....	
109009	Lambertville, Flemington.	.....do.....	12.48	273	19	no apt.....	18	47.88	.....	597.54	.....	.....	
109010	East Millstone, New Brunswick.	.....do.....	8.55	143	20	.....do	12	42.75	.....	365.51	.....	.....	
109011	Rocky Hill, Monmouth Junction.	.....do.....	7.09	158	18	.....do	12	42.75	.....	303.09	.....	.....	
109012	Kinkora, Juliustown.	.....do.....	9.79	136	24	.....do	13.29	42.75	.....	418.52	.....	.....	
109013	Hoboken, Denville....	Delaware, Lackawanna and Western R. R. Co.	36.90	5,955	26	.....do	69.39	180.41	.....	6,657.12	.....	.....	
109014	Dover, Chester.....	.....do.....	12.96	173	18	.....do	12	42.75	.....	554.04	.....	.....	
109015	Philadelphia, Pa., Atlantic City, N.J.	West Jersey and Seashore R. R. Co.	59.39	1,816	30	apt. 2 l, Camden to Atlantic City, 19 by 9 (av.).	39.76	119.70	.....	7,108.98	.....	May 12	
109016	Vacant.												
109017	Jersey City, N. J., Nyack, N. Y.	Erie R. R. Co.....	28.56	1,708	22	apt. 2 l, 8.9 by 6.8.....	49.21	115.43	.....	3,296.68	.....	.....	

109019	Newfield, Atlantic City.	West Jersey and Seashore R. R. Co.	54.60	660	26	.....do.....	21	70.97	2,455.56	.....do....		
109020	Pleasantville, Somers Point.	.....do.....	7.35	88	21	.....do.....	15	42.75	314.21	.....do....		
109021	Elmer, Salem.....	.....do.....	17.33	486	19	apt. 2 l, Riddleton Junction to Salem, 10.8 by 6.6.	22.84	62.42	1,081.73	.....do....		
109022	Woodbury, Riddleton Junction (n. o.).	.....do.....	22.24	1,071	28	apt. 2 l, 10.8 by 6.6....	28.48	88.07	1,958.67	.....do....		
109023	Monmouth Junction, Sea Girt (n. o.).	Pennsylvania R. R. Co.	33.38	673	24	apt. 1 l, 20.9 by 8.11 (av.).	12.21	70.97	2,368.97			
109024	Jersey City, N. J., Haverstraw, N. Y.	New Jersey and New York R. R. Co.	41.31	679	21	apt., 1 l., 11 by 7.4 (av.).	15.81	70.97	2,931.77			
109025	Waterloo, Franklin Furnace.	Delaware, Lackawanna and Western R. R. Co.	24.10	507	24	apt., 2 l., Waterloo to Newton, 1 l., Newton to Branchville Junction, 6.6 by 6.9 (av.).	24.45	64.13	1,545.53			
109026	Highlands, Branchport (n. o.).	Central R. R. Co. of New Jersey.	7.52	156	20	no apt.....	18.09	42.75	321.48			
109027	Newark, Montclair...	Delaware, Lackawanna and Western R. R. Co.	6.08	1,268	26	.....do.....	68	96.62	587.44			
109028	Washington, N. J., Easton, Pa.	.....do.....	14.34	847	33	apt., 1 l., 15.9 by 8.10.	19.10	78.66	1,127.98			
109029	Jersey City, N. J., (Washington street), Frelinghuysen avenue (n. o.), Newark, N. J.	Lehigh Valley R. R. Co.	10.30	3,119	36	apt., ½ l., 25 by 8.3....	8	143.64	1,479.49			Covers part 110010.
109030	Newark, Paterson....	Erie R. R. Co.....	11.38	350	21	no apt.....	42.08	58.01	603.25			
109031	Vacant.											
109032	Whiting, Tuckerton..	Tuckerton R. R. Co.	29.39	490	28	apt., 2 l., 8 by 7.....	12	63.27	1,859.50		May 12	
109033	Bridgeton Junction (n. o.), Bivalve.	Central R. R. Co. of New Jersey.	22.13	645	23	apt., 1 l., Bridgeton Junction to Port Norris, 11.9 by 7.2 (av.).	12.55	70.11	1,551.53		....do...	Covers 109035.
109034	Jersey City, N. J., Greenwood Lake, N. Y.	Erie R. R. Co.....	47.42	570	22	apt., 1 l., Jersey City to Sterling Forest, 15 by 8.	17.66	66.69	3,162.43			
109035	Williamstown Junction (n. o.), Mullica Hill.	Atlantic City R. R. Co.	19.81	121	26	no apt.....	8.46	42.75	846.87			
109036	Summit, Gladstone...	Delaware, Lackawanna and Western R. R. Co.	22.56	608	25	apt., 2 l., 9.9 by 6.7 (av.).	14.40	68.40	1,543.10			Covers 109071.

H.—*Table showing the adjustment of the rates of pay per mile on railroad routes in States and Territories in which the contract term expired June 30, 1897, and also on certain new routes in other States and Territories, etc.*—Continued.

No. of route.	State and termini.	Corporate title of company.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail car or apartment.	Average trips per week.	Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Annual rate of pay for transportation.	Annual rate of pay for r. p. o. cars.	Weighed for 30 days from October 7, 1896, unless otherwise noted.	Remarks.
	NEW JERSEY—cont'd.		*Miles.*	*Pounds.*		*Feet and inches.*		*Dollars.*	*Dols.*	*Dollars.*	*Dollars.*	1897.	
109037	Jersey City, N. J., Middletown, N. Y.	New York, Susquehanna and Western R. R. Co.	88.70	1,278	23	apt., 1 l., 22 by 6.5 (av.).	18.47	96.62	.....	8,570.19	.....	.....	
109038	Rahway, Perth Amboy.	Pennsylvania R. R. Co.	7.30	816	22	no apt...	39.05	76.95	.....	561.73	.....	.....	
109039	Woodbury, Penn Grove.	Delaware River R. R. Co.	20.12	413	18	.....do	21	57.29	.....	1,152.67	.....	.....	
109040	High Bridge, Hibernia.	Central R. R. Co. of New Jersey.	34.05	376	31	apt., 1 l., High Bridge to Rockaway, 6.7 by 7.4 (av.).	16.27	54.72	.....	1,863.21	.....	.....	Covers 109081.
109041	Philadelphia, Pa., Cape May, N. J.	West Jersey and Seashore R. R. Co.	82.36	4,075	28	apt., 2 l., Camden to Cape May, 1 additional line, Camden to Glassboro, 1 additional line, Camden to Woodbury, 18 by 8.4 (av.).	45.63	157.32	.....	12,956.87	.....	May 12	Extended to begin at Philadelphia.
109042	Beachhaven, Manahawkin.	Pennsylvania R. R. Co.	12.45	63	18	no apt.....	6	42.75	.....	532.23	.....	.....	
109043	Matawan Station (n. o.), Freehold.	Central R. R. Co. of New Jersey.	12.58	554	25	.....do	26.03	65.84	.....	828.26	.....	.....	
109044	Trenton, Trenton Junction.	Philadelphia and Reading Rwy. Co.	3.67	228	20	.....do	34	44.46	.....	163.16	.....	.....	
109045	Haddonfield, Medford.	West Jersey and Seashore R. R. Co.	12.19	191	18	.....do	15	42.75	.....	521.12	.....	May 12	
109046	Bordentown, Trenton.	Pennsylvania R. R. Co.	6.15	819	25	.....do	60	76.95	.....	473.24	.....	.....	
109047	Sea Isle City, Stone Harbor.	West Jersey and Seashore R. R. Co.	8.41	51	18	.....do	12	42.75	.....	359.52	.....	May 12	
109048	Branchville Junction (n. o.), Branchville.	Delaware, Lackawanna and Western R. R. Co.	6.41	295	24	apt., 1 l., 6.6 by 6.9 (av.).	8.07	48.74	.....	312.42	.....	.....	

		[illegible]				tion, ½ l., residue 12.1 by 7.4 (av.).							
109052	Greycourt N. Y., Belvidere, N. J.	Lehigh and Hudson River Rwy. Co.	63.12	330	21	apt., 1 l, 13.6 by 6.7 (av.).	8.28	51.30	.....	3,238.05	.....	.....	
109053	Princeton Junction, Princeton.	Pennsylvania R. R. Co.	3.55	1,079	17	no apt	51	88.07	.....	312.64	.....	.....	
109054	Bayhead Junction (n. o.), Birmingham.	.....do	47.06	197	26	.....do	9.95	42.75	.....	2,011.81	.....	.....	Restated, and covers 109063.
109055	Rutherford Junction (n. o.), Ridgewood Junction (n. o.).	Erie R. R. Co	9.98	6,794	30	r. p. o. cars ½ l, 65.4 by 9.2; (authorized ½ l. 60 ft. cars run westward).	11.79	189.81	25	1,894.30	249.50	.....	
109056	Vacant.												
109057	Manumuskin, Maurice River.	West Jersey and Seashore R. R. Co.	9.96	109	20	no apt	12	42.75	.....	425.79	.....	May 12	
109058	Kaye (n. o.), N. J., Stroudsburg, Pa.	New York, Susquehanna and Western R. R. Co.	47.60	207	21	apt., 1 l., 17 by 6.9 (av.)	7.34	42.75	.....	2,034.90	.....	.....	
109059	Delaware, Columbia Junction (n. o.).	.....do	3.13	94	18	no apt	6	42.75	.....	133.80	.....	.....	
109060	Sea Isle Junction (n. o.), Ocean City.	West Jersey and Seashore R. R. Co.	15.48	170	23	.....do	15	42.75	.....	661.77	.....	May 12	
109061	Anglesea Junction (n. o.), Holly Beach.	.....do	7.18	133	23	.....do	12	42.75	.....	306.94	.....	....do ...	
109062	Edison, Hopatcong Junction (n. o.)	Central R. R. Co. of New Jersey.	15.30	53	12	.....do	8.64	42.75	.....	654.07	.....	.....	
109063	Vacant.												
109064	Vacant.												
109065	Hightstown, Pemberton.	Union Transportation Co.	25.90	610	23	apt., 1 l., 15 by 6	6	68.40	.....	1,771.56	.....	.....	
109066	Ringwood, Ringwood Junction (n. o.).	Erie R. R. Co	2.61	34	18	no apt	6	42.75	.....	111.57	.....	.....	
109067	Vacant.												
109068	Vacant.												
109069	Matawan Junction (n. o.). Atlantic Highlands.	Central R. R. Co. of New Jersey.	10.87	429	24	.....do	26.69	59.00	.....	641.33	.....	.....	
109070	Brown Mills, Brown Mills Junction (n. o.).	Pennsylvania R. R. Co.	1.99	38	24	.....do	12	42.75	.....	85.07	.....	.....	
109071	Vacant.												
109072	Philadelphia, Pa., Atlantic City, N. J.	Atlantic City R. R. Co.	57.30	497	29	.....do	10.66	63.27	.....	3,625.37	.....	May 12	
109073	Camden, Grenloch	.....do	13.44	164	26	.....do	12	42.75	.....	574.56	.....	.....	
109074	Brigantine Junction (n. o.), Brigantine.	.....do	14.54	90	14	.....do	6	42.75	.....	621.58	.....	.....	

H.—*Table showing the adjustment of the rates of pay per mile on railroad routes in States and Territories in which the contract term expired June 30, 1897, and also on certain new routes in other States and Territories, etc.*—Continued.

No. of route.	State and termini.	Corporate title of company.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail car or apartment.	Average trips per week.	Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Annual rate of pay for transportation.	Annual rate of pay for r. p. o cars.	Weighed for 30 days from October 7, 1896, unless otherwise noted.	Remarks.
	NEW JERSEY—cont'd.												
			Miles.	*Pounds.*		*Feet and inches.*		*Dollars.*	*Dols.*	*Dollars.*	*Dollars.*	1897.	
109075	Landsdown Station (n. o.), Pittstown.	Lehigh Valley R. R. Co.	3.89	81	21	no apt.....	12	42.75	.....	166.29	.....	.....	
109076	New Brunswick, South Amboy.	Raritan River R. R. Co.	13.76	298	20	.....do.....	18	49.59	.....	682.35	.....	.....	
109077	Vacant.												
109078	Vacant.												
109079	Newark, Jersey City..	Central R. R. Co. of New Jersey.	7.53	174	26	.....do.....	18	42.75	.....	321.90	.....	.....	
109080	Alloway Junction (n. o.), Quinton.	West Jersey and Seashore R. R. Co.	4.44	91	13	.....do.....	15	42.75	.....	189.81	.....	May 12	
109081	Vacant.												
109082	Morristown, Whippany.	Whippany River R. R. Co.	4.59	75	10	.....do.....	12	42.75	.....	196.22	.....	.....	
109083	Morristown, White House Station.	Rockaway Valley Rwy. Co.	27.60	197	12	.....do.....	12	42.75	.....	1,179.90	.....	.....	Pay fixed on route Pottersville to Morristown, 19.76 miles, from June 15, 1896, to June 30, 1897. From July 1, 1897, route restated.
109084	Lodi Junction (n. o.), Lodi.	New York, Susquehanna and Western R. R. Co.	2.00	62	12	.....do.....	12	42.75	.....	85.50	.....	.....	New from Nov. 16, 1896.
	PENNSYLVANIA.												
110001	Philadelphia, Pittsburg.	Pennsylvania R. R. Co.	353.80	183,876	33	r. p. o. 9 l. 60 ft.; apt. 19 by 8.2 (av.), 5 l., 3 l., 2½ l., 2 l., and ½ l. over various parts of route.	88.35	2,081.93	450	736,586.83	159,210.00	.....	
110002	West Falls (n. o.), Bridgeport.	Philadelphia and Reading Rwy. Co.	12.30	2,205	22	apt. 20 by 8.1, 1 l.....	13.50	130.82	.....	1,609.08	.....	.....	Route restated.

		more R. R. Co.				route and additional lines over part of route.							
110004	Philadelphia (Twelfth and Market streets), Bethlehem.	Philadelphia and Reading Rwy. Co.	56.83	13,006	27	r. p. o. 2 l. 60 ft. cars authorized, 1 l. 60 ft. and 1 l. 40 ft., Wayne Junction to Jenkintown, 5.72 m.; cars run 26.60 ft. 5.72 m.; apt. 19.10 by 8.4 (av.), 2½ l. over route and additional lines over different parts of route.	91.95	256.50	75	14,576.89	429.00	.....	
110005	Philadelphia (Twelfth and Market streets), Williamsport.	.....do.....	210.86	4,644	24	apt. 20.1 by 8.6 (av.), 2½ l. to Pottsville and 1 l. residue; additional lines over various parts of route.	41.16	165.87	.....	34,975.34	.....	.....	Covers part of route 110002 and all of route 110014.
110006	Sunbury, Williamsport.	Pennsylvania R. R. Co.	40.56	19,946	30	r. p. o. 1 l. 60 ft. 1 l. 50 ft.; authorized, apt. 25.3 by 9.1 (av.), 3 l.	38.50	330.03	40	8,386.01	1,584.00	.....	
110007	Bridgeport, Exton....	Philadelphia and Chester Valley R. R. Co.	16.42	182	20	no apt.....	12	42.75	.....	701.95	.....	.....	
110008	Chester, Pa., Port Deposit, Md.	Philadelphia, Wilmington and Baltimore R. R. Co.	58.45	1,723	26	apt. 12.1 by 7.4 (av.), 2 l. over part of route.	15.75	116.28	.....	6,796.56	.....	.....	
110009	Honesdale, Lackawaxen.	Erie R. R. Co.....	24.78	697	26	no apt.....	18	71.82	.....	1,779.69	.....	.....	
110010	Pennsylvania R. R. Depot, Jersey City, N. J., Waverly, N. Y.	Lehigh Valley R. R. Co.	271.99	16,357	28	r. p. o. 1 l. 60 ft. 1 l. 40 ft., authorized; Jersey City, N. J., to Sayre, Pa., 269.73 miles; apt. 23.7 by 8.4 (av.), 2 l. and 1 l. over respective parts of route.	63.60	291.56	25	79,301.40	6,743.25	.....	Route restated.
110011	Penn Haven Junction (n. o.), Mount Carmel.	.....do.....	45.78	400	28	apt. 16.6 by 8.3 (av.), 1 l. on part of route.	15.36	56.43	.....	2,583.36	.....	.....	
110012	Hazle Creek Junction (n. o.), Audenried.	.....do.....	8.56	193	24	apt. 20 by 8.3, ½ l.....	9.44	42.75	.....	365.94	.....	.....	
110013	Shamokin, Herndon...	Philadelphia and Reading Rwy. Co.	21.24	189	17	no apt.....	9.09	42.75	.....	908.01	.....	.....	
110014	Vacant.												
110015	Sunbury, Sugarloaf...	Pennsylvania R. R. Co.	44.79	608	21	apt. 15.7 by 7.7 (av.), 1 l. on part of route.	8.49	68.40	.....	3,063.63	.....	.....	

H.—*Table showing the adjustment of the rates of pay per mile on railroad routes in States and Territories in which the contract term expired June 30, 1897, and also on certain new routes in other States and Territories, etc.*—Continued.

No. of route.	State and termini.	Corporate title of company.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail car or apartment.	Average trips per week.	Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Annual rate of pay for transportation.	Annual rate of pay for r. p. o. cars.	Weighed for 30 days from October 7, 1896, unless otherwise noted.	Remarks.
	PENNSYLVANIA—cont'd.		*Miles.*	*Pounds.*		*Feet and inches.*		*Dollars.*	*Dols.*	*Dollars.*	*Dollars.*		
110016	Penn Haven Junction (n. o.), Sugarloaf.	Lehigh Valley R. R. Co.	23.40	2,117	25	apt. 16.9 by 7.11 (av.), 4 l. on part of route, 3½ l. on part, and 2 l. on residue.	36.57	129.11	.....	3,021.17	.....	.....	
110017	Scranton, Northumberland.	Delaware, Lackawanna and Western R. R. Co.	80.71	3,266	26	apt. 20.7 by 8.11 (av.), 2 l.	25.69	146.21	.....	11,800.60	.....	.....	
110018	Wilkesbarre, Carbondale.	Delaware and Hudson Canal Co.	35.70	1,932	24	apt. 10.9 by 6.9 (av.), 2 l. over route, and additional line on part of route.	38.86	124.83	.....	4,456.43	.....	.....	
110019	Port Clinton, Tamaqua.	Philadelphia and Reading Rwy. Co.	20.58	1,108	26	apt. 20 by 8.4, 1 l.....	18	89.78	.....	1,847.67	.....	.....	
110020	Elmira, N. Y., Hoytville, Pa.	Erie R. R. Co.	65.36	978	14	apt. 15.8 by 9.1, 1 l. on part of route.	11.28	83.79	.....	5,476.51	.....	.....	
110021	Williamsport, Pa., Elmira, N. Y.	Northern Central Rwy. Co.	78.34	10,300	31	r. p. o. 60 by 9.1, 1 l. (authorized 1 l. 40 ft., 78.09 m.), apt.	25	227.43	25	17,930.58	1,952.25	.....	
110022	Williamsport, Erie....	Pennsylvania R. R. Co.	248.12	4,742	26	21.6 by 9, 1 l. apt. 21.10 by 8.11 (av.), 1 l. over route, and additional lines on parts of route.	20.06	166.73	.....	41,369.04	.....	.....	
110023	Sunbury, Mount Carmel.	Northern Central Rwy. Co.	27.88	887	19	apt. 16.6 by 8.3 (av.), 1 l.	21.16	80.37	.....	2,240.71	.....	.....	
110024	Carrollton, N. Y., Mount Jewett, Pa.	Erie R. R. Co.	32.61	873	23	apt. 20 by 9, 1 l.....	21.04	79.52	.....	2,593.14	.....	.....	Covers route 110204.
110025	Irvine, Oil City.....	Western New York and Pennsylvania Rwy. Co.	50.38	896	27	apt. 17 by 8.7 (av.), 1 l.	12	80.37	.....	4,049.04	.....	.....	Route curtailed.
110026	Strasburg, Leaman Place.	Strasburg Railroad..	5.00	89	12	no apt.....	6	42.75	.....	213.75	.....	.....	
110027	Lancaster, Middletown.	Pennsylvania R. R. Co.	32.34	1,140	26	.... do	14.49	91.49	.....	2,958.78	.....	.....	

110029	Stewartstown, New Freedom.	Reading Rwy. Co. Stewartstown R. R. Co.	7.73	282	14	1 l. no apt.	15	47.88	.....	370.11	.....	.....	
110030	Harrisburg, Pa., Winchester, Va.	Cumberland Valley R. R. Co.	116.28	4,330	27	apt. 19.2 by 8.2 (av.), 2 l. over route and additional lines over parts of route.	28.29	160.74	.....	18,690.84	.....	.....	
110031	Columbia, Sinking Spring.	Reading and Columbia R. R. Co.	40.13	810	24	apt. 17.6 by 8.7 (av.), 1 l. on part of route.	18	76.95	.....	3,068.00	.....	.....	
110032	Columbia, Pa., Frederick, Md.	Pennsylvania R. R. Co.	69.30	1,029	23	apt. 21.6 by 9, 1 l. on part of route.	19.48	86.36	.....	5,964.74	.....	.....	
110033	Berlin Junction (n. o.), East Berlin.	Berlin Branch R. R. Co.	7.00	161	14.50	no apt.	12	42.75	.....	299.25	.....	.....	
110034	Huntingdon, Mount Dallas Station (n.o.).	Huntingdon and Broad Top Mountain R. R. and Coal Co.	45.23	1,216	26	apt. 22.6 by 9, 1 l.	13	94.05	.....	4,253.83	.....	.....	
110035	Tyrone, Grampian	Pennsylvania R. R. Co.	52.90	1,318	21	apt. 24.6 by 9 (av.), 1 l. over route and additional line on part of route.	15.65	98.33	.....	5,201.65	.....	.....	
[illegible]	[illegible] Hamilton	do	28.61	1,063	19	apt. 21.6 by 9.2, 2 l. on part of route.	17.12	89.92	.....	2,544.00	.....	.....	
[illegible]	[illegible]	do	39.53	907	16	apt. 15.3 by 9.2, 1 l.	17.13	76.96	.....	3,041.83	.....	.....	Route restated; covers 110,917 and 110,230, and part of 110,180
[illegible]	[illegible]	[illegible]	86.00	1,112	24	apt. 21.6 by 9.1, 1 l.	18	89.78	.....	4,945.98	.....	.....	
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible] 21.6 by 8.8 (av.), 2 l.	30	130.82	.....	9,018.13	.....	.....	
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible] 6 by 8.8 (av.),	27	181.20	.....	19,807.81	.....	.....	
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible] 1 l.	99.50	2[illegible].13	.....	99,[illegible].80	.....	.....	
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	115.41	.....	8,801.[illegible]	.....	.....	
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
110086	Mount Jew[illegible]												

H.—*Table showing the adjustment of the rates of pay per mile on railroad routes in States and Territories in which the contract term expired June 30, 1897, and also on certain new routes in other States and Territories, etc.*—Continued.

No. of route.	State and termini.	Corporate title of company.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail car or apartment.	Average trips per week.	Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Annual rate of pay for transportation.	Annual rate of pay for r. p. o. cars.	Weighed for 30 days from October 7, 1896, unless otherwise noted.	Remarks.
	PENNSYLVANIA—cont'd.		*Miles.*	*Pounds.*		*Feet and inches.*		*Dollars*	*Dols.*	*Dollars.*	*Dollars.*		
110048	Westchester, Phœnixville.	Pennsylvania R. R. Co.	18.63	332	24	no apt	25.97	52.16	.....	971.74	.....	.....	
110049	Lewiston Junction (n. o.), Milroy.	.....do	12.46	282	15	.....do	18	47.88	.....	596.58	.....	.....	
110050	Pottsville, Frackville.	Philadelphia and Reading Rwy. Co.	11.01	291	15	.....do	24	48.74	.....	536.62	.....	.....	
110051	Vacant.												
110052	Carlisle, Pine Grove Furnace.	Gettysburg and Harrisburg Rwy. Co.	18.47	230	23	apt. 14 by 8.6, 1 l. on part of route.	19.14	44.46	.....	821.17	.....	.....	
110053	Freeport, Butler	Pennsylvania R. R. Co.	22.09	847	24	apt. 11.2 by 6.8 (av.), 2 l.	24.50	78.66	.....	1,737.59	.....	.....	
110054	Wilmington, Del., Reading, Pa.	Wilmington and Northern R. R. Co.	77.60	361	23	apt. 8.2 by 6.2 (av.), 1 l.	13.03	53.87	.....	4,180.31	.....	.....	
110055	Carnegie, Washington.	Pittsburg, Cincinnati, Chicago and St. Louis Rwy. Co.	23.69	1,941	22	apt. 22.6 by 9.1, 2 l.	24	125.69	.....	2,977.59	.....	.....	
110056	Pawling, Emaus	Perkiomen R. R. Co.	37.76	759	24	apt. 16 by 6.4, 2 l.	12.49	74.39	.....	2,808.96	.....	.....	
110057	Pottstown, Bartos	Philadelphia and Reading Rwy. Co.	13.15	348	15	no apt	19.96	53.01	.....	697.08	.....	.....	
110058	Jeddo, Sandy Run Junction (n. o.).	Lehigh Valley R. R. Co.	5.55	325	20	.....do	13.79	51.30	.....	284.71	.....	.....	
110059	Lebanon, Brookside (n. o.).	Philadelphia and Reading Rwy. Co.	43.22	499	23	apt. 8.11 by 6.4, 1 l.	13.27	63.27	.....	2,734.52	.....	.....	
110060	Towanda, Wilkesbarre.	Lehigh Valley R. R. Co.	78.21	691	19	apt. 26.6 by 6.1, 1 l.	15.79	71.82	.....	5,617.04	.....	.....	Covers routes 110170, 110214, and 110227.
110061	Schuylkill Haven, Glen Carbon.	Philadelphia and Reading Rwy. Co.	14.03	65	19	no apt	7.66	42.75	.....	599.78	.....	.....	
110062	Topton, Kutztown	.....do	4.92	224	18	.....do	18	44.46	.....	218.74	.....	.....	
110063	Pittsburg, Pa., Cumberland, Md.	Baltimore and Ohio R. R. Co.	150.80	20,196	28.58	r. p. o., 1 l. 60 ft.; apt. 25 by 8.9, 2 l.	31.50	332.60	50	50,156.08	7,515.00	.....	

110102	Woodville, Beadling..	Pittsburg, Chartiers and Youghiogheny Rwy. Co.	3.07	44	28	.....do	12	42.75	.....	131.24	.....	.....	
110103	Jenkintown, Pa., Boundbrook, N. J.	Philadelphia and Reading Rwy. Co.	49.19	22,868	33	r. p. o. 60 by 9 2 l.; 1 1 60 ft. and 1 1 40 ft. authorized, 49.14 m.; apt. 17.3 by 8.3 (av.), 2 l.	67.55	361.67	75	17,790.54	3,685.50	.....	
110104	Greensburg, Fairchance.	Pennsylvania R. R. Co.	44.64	1,574	21	apt. 20 by 9, 2 l.....	19.66	109.44	.....	4,885.40	.....	.....	
110105	Sheffield, Lamonaville.	Tionesta Valley Rwy. Co.	24.70	155	17	no apt.....	10.90	42.75	.....	1,055.92	.....	.....	Covers route 110209.
110106	Millersburg, Lykens..	Northern Central Rwy Co.	15.14	420	18	.....do	15	58.14	.....	880.23	.....	.....	
110107	Meadville, Linesville.	Pittsburg, Bessemer and Lake Erie R. R. Co.	21.15	298	20	.....do	18	49.59	.....	1,048.82	.....	.....	
110108	Lewistown Junction (n. o.), Selins Grove Junction (n. o.).	Pennsylvania R. R. Co.	45.00	528	25	apt. 20.6 by 9.2, 1 l....	12	64.98	.....	2,924.10	.....	.....	
110109	Glenside, Newhope....	Northeast Pennsylvania R. R. Co.	25.84	606	23	apt. 13.6 by 6.2, 1 l....	23.56	68.40	.....	1,767.45	.....	.....	
110110	Hartley Hall, Satterfield.	Williamsport and North Branch R. R. Co.	44.43	447	26	apt. 12.3 by 7.6 (av.), 2 l. on part of route.	12.37	59.85	.....	2,659.13	.....	.....	Covers route 110237.
110111	Manor Station, Claridge.	Pennsylvania R. R. Co.	4.01	113	11	no apt.....	12	42.75	.....	171.42	.....	.....	
110112	Kenmoor Junction (n. o.), Gazzam.	New York Central and Hudson River R. R. Co.	3.00	51	20	apt. 20 by 9.3, 2 l.....	12	42.75	.....	128.25	.....	.....	Route curtailed.
110113	Tyrone, Benore.....	Pennsylvania R. R. Co.	25.43	108	17	no apt.....	12	42.75	.....	1,087.13	.....	.....	
110114	Washington, Waynesburg.	Waynesburg and Washington R. R. Co.	29.31	989	18	.....do	12	84.65	.....	2,481.09	.....	.....	
110115	Nazareth Junction (n. o.), Pa., Brainards, N. J.	Bangor and Portland Rwy. Co.	4.60	511	24	.....do	24	64.13	.....	294.99	.....	.....	
110116	Honesdale, Carbondale.	Delaware and Hudson Canal Co.	20.15	442	13	.....do	24	59.85	.....	1,205.97	.....	.....	
110117	Newtown Junction (n. o.), Newtown.	Philadelphia, Newtown and New York R. R. Co.	20.47	438	19	.....do	30	59.00	.....	1,207.73	.....	.....	Route restated.
110118	Latrobe, Ligonier.....	Ligonier Valley R. R. Co.	10.78	287	16	.....do	12	48.74	.....	525.41	.....	.....	
110119	Shenandoah, Mahanoy Plane.	Philadelphia and Reading Rwy. Co.	6.90	454	19	.....do	35.01	60.71	.....	418.89	.....	.....	
110120	Brisbin, Goss Run Junction (n. o.).	Pennsylvania R. R. Co.	1.07	75	17	.....do	12	42.75	.....	45.74	.....	.....	
110121	Vacant.												
110122	Vacant.												

H.—*Table showing the adjustment of the rates of pay per mile on railroad routes in States and Territories in which the contract term expired June 30, 1897, and also on certain new routes in other States and Territories, etc.*—Continued.

No. of route.	State and termini.	Corporate title of company.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail car or apartment.	Average trips per week.	Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Annual rate of pay for transportation.	Annual rate of pay for r. p. o. cars.	Weighed for 30 days from October 7, 1896, unless otherwise noted.	Remarks.
	PENNSYLVANIA—cont'd.		*Miles.*	*Pounds.*		*Feet and inches.*		*Dollars.*	*Dols.*	*Dollars.*	*Dollars.*		
110087	Bellwood, Valier	Pennsylvania and Northwestern R. R. Co.	65.46	911	23	apt. 12 by 7.7 (av.), 11. on part of route.	12.38	81.23	.....	5,317.31	.....	.....	Covers route 110235.
110088	Alaska (n. o.), Mount Carmel.	Philadelphia and Reading Rwy. Co.	2.10	222	16	no apt	36	43.61	.....	91.58	.....	.....	
110089	Reading, Slatington	do	43.55	259	23	apt. 12.9 by 6.5, 1 l	6	46.17	.....	2,010.70	.....	.....	
110090	Berlin, Garrett	Baltimore and Ohio R. R. Co.	8.47	224	24	no apt	12	44.46	.....	376.57	.....	.....	
110091	Larabee, Clermont	Western New York and Pennsylvania Rwy. Co.	22.21	270	22	apt. 8.10 by 6.10, 1 l	12	47.03	.....	1,044.53	.....	.....	
110092	Delta, Peach Bottom	York Southern R. R. Co.	5.75	85	15.67	no apt	6	42.75	.....	245.81	.....	.....	
110093	Vacant.												
110094	Oxford, Susquehanna (n. o.).	Lancaster, Oxford and Southern R. R. Co.	20.00	179	20	do	9.99	42.75	.....	855.00	.....	.....	
110095	Pittsburg, Castle Shannon.	Pittsburg and Castle Shannon R. R. Co.	6.06	103	17	do	12	42.75	.....	258.63	.....	.....	
110096	Newcastle, Stoneboro	Western New York and Pennsylvania Rwy. Co.	35.57	669	21	apt. 15 by 8.6, 1 l	12	70.97	.....	2,524.40	.....	.....	
110097	Whitehaven, Upper Lehigh.	Central Railroad Co. of New Jersey.	9.80	198	23	no apt	18	42.75	.....	418.95	.....	.....	
110098	Swedesford Junction (n. o.) (Norristown), Lansdale.	Stony Creek R. R. Co.	11.71	221	25	do	12.95	43.61	.....	510.67	.....	.....	
110099	Osceola Mills, McCartney.	Pennsylvania R. R. Co.	21.04	307	21	do	16.67	49.59	.....	1,043.37	.....	.....	Covers route 110238.
110100	Tamaqua, Mauch Chunk.	Central Railroad Co. of New Jersey.	15.70	402	22	do	25.91	56.43	.....	885.96	.....	.....	
110101	Wilkesbarre, Wanamie.	do	11.60	183	14	do	14.67	42.75	.....	499.74	.....	-----	

110136	Blossburg, Morris Run.	Erie R. R. Co	2.83	94	16	do	12	42.75		169.80				
110137	Junction, Quarryville.	Reading and Columbia R. R. Co.	23.47	473	17	apt. 17.6 by 8.7, 1 l. on part of route.	22.63	61.56		1,444.81				
110138	Saxton, Dudley	Huntingdon and Broad Top Mountain R. R. and Coal Co.	5.79	83	18	no apt	6	42.75		247.52				
110139	Lawrenceville, Ulysses.	Fall Brook Rwy. Co.	41.67	1,043	28	apt. 10.10 by 7.3, 2 l	12	87.21		3,634.04				Covers route 110133.
110140	Hollidaysburg Junction (n. o.), Newry.	Pennsylvania R. R. Co.	3.03	119	6	no apt	12	42.75		129.53				
110141	Broadford, Mount Pleasant.	Baltimore and Ohio R. R. Co.	10.61	169	18	do	12	42.75		453.57				
110142	Vacant.													
110143	Negley, Verona	Allegheny Valley Rwy. Co.	7.80	214	12	do	18	43.61		340.15				
110144	Port Allegany, Ulysses.	Coudersport and Port Allegany R. R. Co.	40.93	433	22	apt. 8.6 by 7, 1 l	14.57	59.00		2,414.87				Covers route 110372.
110145	Mercersburg Junction (n. o.), Mercersburg.	Southern Pennsylvania Rwy. and Mining Co.	2.62	182	18	apt. 15 by 7.8, 4 l	24	42.75		112.00				
110146	West Brownsville, Uniontown.	Pennsylvania R. R. Co.	18.90	191	18	apt. 23 by 9, 1 l	12	42.75		807.97				
110147	Patrick, Clarion	Pittsburg and Western Rwy. Co.	6.68	403	17	no apt	18	56.43		376.95				
110148	County Home Junction (n.o.), Herminie	Pennsylvania R. R. Co.	10.38	120	22	do	12	42.75		443.74				
110149	Lebanon, Mount Hope	Cornwall R. R. Co	12.16	107	25	do	21.09	42.75		519.84				Covers route 110323.
110150	Vacant.													
110151	Youngwood Station (n. o.), Tranger.	Pennsylvania R. R. Co.	12.53	175	11	do	12	42.75		535.65				
110152	Branchton, Hilliards	Pittsburg, Bessemer and Lake Erie R. R. Co.	10.44	97	12	do	9.58	42.75		446.31				
110153	East Mahanoy Junction (n. o.), West Milton.	Philadelphia and Reading Rwy. Co.	67.35	261	28	apt. 15 by 8.8, 1 l	6	47.03		3,167.47				
110154	Cornwall, Conewago	Cornwall and Lebanon R. R. Co.	16.43	60	30	no apt	12	42.75		702.38				
110155	Hunters Run, Gettysburg.	Gettysburg and Harrisburg Rwy. Co.	21.59	757	24	apt. 14 by 8.6, 1 l	18	74.39		1,606.08				
110156	Newcastle Junction (n. o.), Newcastle.	Pittsburg and Lake Erie R. R. Co.	3.24	1,268	15	no apt	46	96.62		313.04				
110157	Ganister, Mines	Pennsylvania R. R. Co.	8.41	103	20	do	6	42.75		359.52				
110158	Easton, Belfast Station (n. o.).	Bangor and Portland Rwy. Co.	8.12	482	18	do	21	62.42		506.85				
110159	Pittsburg, New Haven	Pittsburg and Lake Erie R. R. Co.	59.92	677	21	apt. 25.3 by 9 (av.), 2 l. to McKeesport, 1 l. residue.	10.62	70.97		4,252.52				

H.—*Table showing the adjustment of the rates of pay per mile on railroad routes in States and Territories in which the contract term expired June 30, 1897, and also on certain new routes in other States and Territories, etc.*—Continued.

No. of route.	State and termini.	Corporate title of Company.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail car or apartment.	Average trips per week.	Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Annual rate of pay for transportation.	Annual rate of pay for r. p. o. cars.	Weighed for 30 days from October 7, 1896, unless otherwise noted.	Remarks.
	PENNSYLVANIA—cont'd.												
			Miles.	*Pounds.*		*Feet and inches.*		*Dollars.*	*Dols.*	*Dollars.*	*Dollars.*		
110123	Pittsburg, Pa., Youngstown, Ohio.	Pittsburg and Lake Erie R. R. Co.	68.20	11,178	.....	apt. 25 by 8.10, 2 l	45.58	236.84	.....	16,152.48	.....	.....	
110124	Columbia, Pa., Perryville, Md.	Pennsylvania R. R. Co.	43.89	327	26	apt. 9 by 6, 1 l	9.20	51.30	.....	2,251.55	.....	.....	Covers route 113023.
110125	Allegheny, Newcastle	Pittsburg and Western Rwy. Co.	57.52	7,734	.....	r. p. o. 1 l. 60 ft. Willow Grove Junction (n. o.) and Newcastle Junction (n. o.), 52 miles; apt. 20 by 9.2. 2 l. on part of route and 1 l. on part.	24.27	200.07	50	11,508.02	2,600.00	.....	
110126	Vacant.												
110127	Montour Junction (n. o.), Imperial.	Montour R. R. Co....	10.71	203	15	no apt.....	12	42.75	.....	457.85	.....	.....	
110128	Portland, Nazareth...	Bangor and Portland Rwy. Co.	27.60	627	23	apt. 8.6 by 6.6 (av.), 1 l.	19.16	69.26	.....	1,911.57	.....	.....	
110129	Irwin, Blackburn.....	Penn Gas Coal Co...	8.18	56	17	no apt.....	8.68	42.75	.....	349.69	.....	.....	
110130	Daguscahonda, Dagus Mines.	Erie R. R. Co.....	5.58	200	8	.....do	12	42.75	.....	238.54	.....	.....	Discontinued from Aug. 16, 1897.
110131	Landenburg, Pasadena.	Pennsylvania R. R. Co.	18.62	89	16	.....do	6	42.75	.....	796.00	.....	.....	
110132	Bradford, Smethport..	Bradford, Bordell and Kinzua Rwy. Co.	26.37	221	15	.....do	12	43.61	.....	1,149.99	.....	.....	
110133	Vacant.												
110134	Lumber Yard (n. o.), Jeddo.	Lehigh Valley R. R. Co.	3.43	668	20	.....do	27	70.97	.....	243.42	.....	.....	
110135	Dubois Junction (n. o.), Beech Creek R. R. depot in Clearfield (n. o.).	Buffalo, Rochester and Pittsburg Rwy. Co.	26.33	291	22	.....do	12	48.74	.....	1,283.32	.....	.....	

[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		[illegible]		
[illegible]	[illegible]	[illegible] Rwy. Co.	[illegible]	[illegible]	[illegible]	apt. [illegible]	[illegible]	[illegible]		[illegible]		Covers route [illegible].
[illegible]	[illegible]	Pennsylvania R. R.	[illegible]	[illegible]	[illegible]	do	[illegible]	[illegible]		[illegible]		
[illegible]	[illegible], Mount Pleasant.	Baltimore and Ohio R. R. Co.	10. 61	[illegible]	[illegible]	do	[illegible]	[illegible]		[illegible]		
[illegible]	Vacant.											
[illegible]	Negley, Verona	Allegheny Valley Rwy. Co.	[illegible]	[illegible]	[illegible]	do	[illegible]	[illegible]		[illegible]		
110144	Port Allegany, Ulysses.	Coudersport and Port Allegany R. R. Co.	40. [illegible]	[illegible]	[illegible]	apt. [illegible]	[illegible]	[illegible]		[illegible]		Covers route [illegible].
110145	Mercersburg Junction (n. o.), Mercersburg.	Southern Pennsylvania Rwy. and Mining Co.	[illegible]	[illegible]	[illegible]	apt. [illegible]	[illegible]	[illegible]		[illegible]		
110146	West Brownsville, Uniontown.	Pennsylvania R. R. Co.	[illegible]	[illegible]	[illegible]	apt. [illegible]	[illegible]	[illegible]		[illegible]		
110147	Patrick, Clarion	Pittsburg and Western Rwy. Co.	[illegible]	[illegible]	17	[illegible] apt.	[illegible]	[illegible]		[illegible]		
110148	County Home Junction (n.o.), Herminie	Pennsylvania R. R. Co.	10. [illegible]	[illegible]	[illegible]	do	[illegible]	[illegible]		[illegible]		Covers route [illegible].
110149	Lebanon, Mount Hope	Cornwall R. R. Co	[illegible]	[illegible]	[illegible]	do	[illegible]	[illegible]		[illegible]		
110150	Vacant.											
110151	Youngwood Station (n. o.), Tranger.	Pennsylvania R. R. Co.	[illegible]	[illegible]	11	do	[illegible]	[illegible]		[illegible]		
110152	Branchton, Hilliards	Pittsburg, Bessemer and Lake Erie R. R. Co.	10. 44	[illegible]	[illegible]	do	[illegible]	[illegible]		[illegible]		
110153	East Mahanoy Junction (n. o.), West Milton.	Philadelphia and Reading Rwy. Co.	[illegible]	[illegible]	[illegible]	apt. [illegible]	[illegible]	[illegible]		[illegible]		
110154	Cornwall, Conewago	Cornwall and Lebanon R. R. Co.	[illegible]	[illegible]	[illegible]	[illegible] apt.	[illegible]	[illegible]		[illegible]		
110155	Hunters Run, Gettysburg.	Gettysburg and Harrisburg Rwy. Co.	[illegible]	[illegible]	[illegible]	apt. [illegible]	[illegible]	[illegible]		[illegible]		
110156	Newcastle Junction (n. o.), Newcastle.	Pittsburg and Lake Erie R. R. Co.	[illegible]	[illegible]	[illegible]	[illegible] apt.	[illegible]	[illegible]		[illegible]		
110157	Ganister, Mines	Pennsylvania R. R. Co.	[illegible]	[illegible]	[illegible]	do	[illegible]	[illegible]		[illegible]		
[illegible]	Easton, Belfast Station (n. o.).	Bangor and Portland Rwy. Co.	[illegible]	[illegible]	[illegible]	do	[illegible]	[illegible]		[illegible]		
[illegible]	Pittsburg, New Haven	Pittsburg and Lake Erie R. R. Co.	[illegible]	[illegible]	[illegible]	apt. [illegible]	[illegible]	[illegible]				

[illegible]	[illegible] Wilmington (n. o.), Sharpsville.					[illegible]	12	42. 75		730. 59		
110198	Harrisburg, Shippensburg.	Philadelphia and Reading Rwy. Co.	41. 47	631	24	apt. 14 by 8.6, 1 l. Harrisburg to Carlisle Junction (n. o.).	15. 14	69. 26		2, 872. 21		Covers route 110126.

H.—*Table showing the adjustment of the rates of pay per mile on railroad routes in States and Territories in which the contract term expired June 30, 1897, and also on certain new routes in other States and Territories, etc.*—Continued.

No. of route.	State and termini.	Corporate title of company.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail car or apartment.	Average trips per week.	Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Annual rate of pay for transportation.	Annual rate of pay for r. p. o. cars.	Weighed for 30 days from October 7, 1896, unless otherwise noted.	Remarks.
	PENNSYLVANIA—cont'd.		*Miles.*	*Pounds.*		*Feet and inches.*		*Dollars.*	*Dols.*	*Dollars.*	*Dollars.*	1897.	
110160	Philadelphia, Station H.	Pennsylvania R. R. Co.	12.03	521	22	no apt	59.50	64.98	.....	781.70	.....	.....	
110161	Holmesburg Junction (n. o.), Substation No. 28 (Bustleton).	.....do	4.13	103	24	.....do	18	42.75	.....	176.55	.....	.....	
110162	Springfield Station (n. o.), St. Peters.	Wilmington and Northern R. R. Co.	6.88	78	14	.....do	12	42.75	.....	294.12	.....	.....	
110163	Vacant.												
110164	Warren, Pa., Salamanca, N. Y.	Western New York and Pennsylvania Rwy. Co.	42.24	501	25	apt. 17 by 8.7 (av.), 11.	12	64.13	.....	2,708.85	.....	.....	
110165	Vacant.												
110166	Watsontown, Orangeville.	Central Pennsylvania and Western R. R. Co.	31.37	318	18	no apt	11.70	50.45	.....	1,582.61	.....	.....	Covers route 110193.
110167	Keating, Karthaus	Pennsylvania R. R. Co.	22.22	81	14	.....do	8	42.75	.....	950.33	.....	.....	
110168	Irvona, Cresson	.....do	27.67	115	16	.....do	9.77	42.75	.....	1,183.89	.....	.....	
110169	Hazleton, New Boston.	Lehigh Valley R. R. Co.	18.06	1,159	23	apt. 17.3 by 7.6 (av.), 11. over whole route and parts of route.	34.14	91.49	.....	1,652.30	.....	.....	
110170	Vacant.												
110171	Forest House, Ansonia.	Buffalo and Susquehanna R. R. Co.	62.63	355	18	apt. 13.3 by 8.8 (av.), 1 l. to Galeton.	10.87	53.01	.....	3,320.01	.....	June 2	Covers routes 110201, 110242, and 110343.
110172	Jamison City, D., L. and W. depot in Bloomsburg.	Bloomsburg and Sullivan R. R. Co.	29.81	348	21	apt. 8.4 by 6.6, 1 l.	18	53.01	.....	1,580.22	.....	.....	
110173	Vacant.												
110174	Wilkesbarre, Rock Glen Junction (n. o.).	Pennsylvania R. R. Co.	39.20	673	26	apt. 15.3 by 6.6, 1 l.	12.52	70.97	.....	2,782.02	.....	.....	
110175	New Boston, Pottsville.	.....do	10.06	733	22	apt. 15.3 by 6.6, 1 l.	38.75	73.53	.....	739.71	.....	.....	

110176	Goff, Donohoe Station (n. o.).	....do	4.15	154	13	no apt	12	42.75	.....	177.41	.....	.....			
110177	Bloomsburg, Rupert	Rupert and Bloomsburg R. R. Co.	2.20	66	20	....do	12	42.75	.....	94.05	.....	.....			
110178	Beechtree Junction (n. o.), Beechtree.	Buffalo, Rochester and Pittsburg Rwy. Co.	2.24	101	18	....do	12	42.75	.....	95.76	.....	.....			
110179	Wampum Junction (n. o.), Homewood.	Pennsylvania R. R. Co.	6.07	178	28	....do	7.80	42.75	.....	259.49	.....	.....			
110180	Rock Hill Furnace, Shade Gap.	East Broad Top R. R. and Coal Co.	7.05	41	15	....do	6	42.75	.....	301.38	.....	.....			
110181	Bear Creek, Bear Creek Junction (n. o.).	Lehigh Valley R. R. Co.	5.36	36	15	....do	12	42.75	.....	229.14	.....	.....			
110182	Garway (n. o.), Hastings.	Pennsylvania R. R. Co.	4.91	110	20	apt. 15.8 by 9.2, 2 l.	12	42.75	.....	209.90	.....	.....	Route restated.		
110183	Duncannon, Landisburg.	Perry County R. R. Co.	21.41	235	14	no apt	12	44.46	.....	951.88	.....	.....	Covers route 110224.		
110184	McGees Mills, Glen Campbell.	Pennsylvania R. R. Co.	8.20	356	21	apt. 15.3 by 9.2, 1 l.	12	53.87	.....	441.73	.....	.....			
110185	Mount Pleasant, Scottdale Station (n. o.).	....do	5.63	362	15	no apt	15	53.87	.....	303.28	.....	.....			
110186	Pond Creek Junction (n. o.), Sandy Run.	Central R. R. Co. of New Jersey.	2.53	79	18	....do	15	42.75	.....	108.15	.....	.....			
110187	McKeesport, Fayette City.	Pittsburg and Lake Erie R. R. Co.	30.58	712	21	apt. 23.5 by 9 (av.), 2 l.	18	72.68	.....	2,222.55	.....	.....			
110188	Marshburg, Kinzua	Western N. Y. and Pennsylvania Rwy. Co.	16.68	40	7	no apt	6	42.75	.....	713.07	.....	.....			
110189	Hawley, Scranton	Erie and Wyoming Valley R. R. Co.	37.70	368	24	apt. 9.9 by 6.8 (av.), 1 l.	12	54.72	.....	2,062.94	.....	.....			
110190	Wayne Junction (n. o.), Park Junction (n. o.).	Philadelphia and Reading Rwy. Co.	5.70	21,042	30	r. p. o. 60 by 9, 2 l. (authorized 1 l. 60 ft. and 1 l. 40 ft., 5.70 m.).	27	342.00	75	1,949.40	427.50	.....	Covers part of route 110002.		
110191	Confluence, Pa., Krug, Md.	Baltimore and Ohio R. R. Co.	20.10	180	12	no apt	3	42.75	.....	859.27	.....	.....			
110192	Instanter, Johnsonburg.	Pennsylvania R. R. Co.	12.24	78	24	....do	6	42.75	.....	523.26	.....	.....			
110193	Vacant.														
110194	Lizard Creek Junction (n. o.), Pottsville.	Lehigh Valley R. R. Co.	34.40	375	28	....do	21.73	54.72	.....	1,882.36	.....	.....			
110195	Ormsby, Mount Jewett.	Bradford, Bordell and Kinzua Rwy. Co.	10.38	59	20	....do	12	42.75	.....	443.74	.....	.....			
110196	Vacant.														
110197	Wilmington Junction (n. o.), Sharpsville.	Sharpsville R. R. Co.	17.09	164	14	....do	12	42.75	.....	730.59	.....	.....			
110198	Harrisburg, Shippensburg.	Philadelphia and Reading Rwy. Co.	41.47	631	24	apt. 14 by 8.6, 1 l. Harrisburg to Carlisle Junction (n. o.).	15.14	69.26	.....	2,872.21	.....	.....	Covers route 110126.		

H.—*Table showing the adjustment of the rates of pay per mile on railroad routes in States and Territories in which the contract term expired June 30, 1897, and also on certain new routes in other States and Territories, etc.*—Continued.

No. of route.	State and termini.	Corporate title of company.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail car or apartment.	Average trips per week.	Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Annual rate of pay for transportation.	Annual rate of pay for r. p. o. cars.	Weighed for 30 days from October 1, 1896, unless otherwise noted.	Remarks.
	PENNSYLVANIA—cont'd.		*Miles.*	*Pounds.*		*Feet and inches.*		*Dollars.*	*Dols.*	*Dollars.*	*Dollars.*	1897.	
110199	Alford, Montrose.....	Delaware, Lackawanna and Western R. R. Co.	11.26	534	18	no apt.....	18	64.98	.....	731.67	.....	.....	
110200	Latrobe, Hostetter....	Pennsylvania R. R. Co.	5.32	118	12	.....do	12	42.75	.....	227.43	.....	.....	
110201	Vacant.												
110202	Vacant.												
110203	Erie, Butler.....	Pittsburg, Bessemer and Lake Erie R. R. Co.	123.46	1,544	25	apt. 20.1 by 8.6 (av.), 2 l.	12	108.59	.....	13,406.52	.....	.....	
110204	Vacant.												
110205	Millhall, Bellefonte...	Central R. R. Co. of Pennsylvania.	27.78	148	24	no apt.....	12	42.75	.....	1,187.59	.....	.....	
110206	Junction (n. o.), Whitney.	Pennsylvania R. R. Co.	1.20	52	10	.....do	12	42.75	.....	51.30	.....	.....	
110207	Vacant.												
110208	Vacant.												
110209	Vacant.												
110210	Groveton, Moon Run .	Pittsburg and Moon Run R. R. Co.	5.02	46	15	.....do	6	42.75	.....	214.60	.....	.....	
110211	Vacant.												
110212	Bellefonte, State College.	Bellefonte Central R. R. Co.	19.31	354	21	.....do	18	53.01	.....	1,023.62	.....	.....	
110213	Newport, New Germantown.	Newport and Shermans Valley R. R. Co.	28.72	298	17	.....do	12	49.59	.....	1,424.23	.....	.....	
110214	Vacant.												
110215	Vacant.												
110216	Vacant.												
110217	Vacant.												
110218	South Fork, Dunlo....	Pennsylvania R. R. Co.	7.62	103	15	.....do	12	2.75					

		Co.												
110222	Ellwood City, West Ellwood Junction (n. o.).	Pittsburg and Lake Erie R. R. Co.	3.36	92	14	.....do	18	42.75	.....	143.64	.....	.....		
110223	Bradley Junction (n. o.), Grant.	Pennsylvania R. R. Co.	17.53	241	17	.....do	12	45.32	.....	794.45	.....	.....		
110224	Vacant.													
110225	Vacant.													
110226	Port Royal, Blairs Mills.	Tuscarora Valley R. R. Co.	27.24	260	16	.....do	12	47.03	.....	1,281.09	.....	.....		Covers 110265.
110227	Vacant.													
110228	Jersey Shore, Mahaffey.	New York Central and Hudson River R. R. Co.	124.80	775	22	apt. 20 by 9.3, 1 1.....	9.27	75.24	.....	9,389.95	.....	.....		Covers part of 110112.
110229	Bridgeville, Bishop...	Pitttburg, Cincinnati, Chicago and St. Louis Rwy. Co.	6.39	150	13	no apt.....	15	42.75	.....	278.17	.....	.....		
110230	Vacant.													
110231	Manheim Junction (n. o.), Mount Hope Junction (n. o.).	Reading and Columbia R. R. Co.	6.08	181	27	.....do	18	42.75	.....	259.92	.....	.....		
110232	Vacant.													
110233	Milton Branch Junction (n. o.), Milton.	Philadelphia and Reading Rwy. Co.	1.09	48	16	.....do	6	42.75	.....	46.59	.....	.....		
110234	Willow Grove Junction (n. o.), Laughlin Junction (n. o.).	Pittsburg Junction R. R. Co.	4.47	3,653	.....	r. p. o., 60 by 9.3, 1 1, 4.47 m. (authorized).	7	151.34	50	676.48	223.50	.....		
110235	Sonestown, Eaglesmere.	Eaglesmere R. R. Co	8.66	33	8	no apt.....	6	42.75	.....	370.21	.....	.....		
110236	Hazleton Junction (n. o.), Sheppton.	Delaware, Susquehanna and Schuylkill R. R. Co.	11.34	78	24	.....do	12	42.75	.....	484.78	.....	.....		
110237	Vacant.													
110238	Vacant.													
110239	Vacant.													
110240	Vacant.													
110241	Stewart Station, Export.	Pennsylvania R. R. Co.	10.48	144	15	.....do	12	42.75	.....	448.02	.....	.....		
110242	Vacant.													
110243	Cross Fork Junction (n. o.), Cross Fork.	Buffalo and Susquehanna R. R. Co.	13.07	81	13	.....do	12	42.75	.....	558.74	.....	June 2		
110244	Ashley, Olivers Mills.	Central R. R. Co. of New Jersey.	8.09	31	24	.....do	12	42.75	.....	345.84	.....	.....		
110245	Vacant.													
110246	Vacant.													
110247	Vacant.													

H.—*Table showing the adjustment of the rates of pay per mile on railroad routes in States and Territories in which the contract term expired June 30, 1897, and also on certain new routes in other States and Territories, etc.*—Continued.

No. of route.	State and termini.	Corporate title of company.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail car or apartment.	Average trips per week.	Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Annual rate of pay for transportation.	Annual rate of pay for r. p. o. cars.	Weighed for 30 days from October 7, 1896, unless otherwise noted.	Remarks.
	PENNSYLVANIA—cont'd.		*Miles.*	*Pounds.*		*Feet and inches.*		*Dollars*	*Dols.*	*Dollars.*	*Dollars.*		
110248	Vacant.												
110249	Vacant.												
110250	Vacant.												
110251	York, Porters Siding.	Western Maryland R. R. Co.	16.13	190	29	no apt.....	15	42.75	.....	689.55	.....	.....	
110252	Vacant.												
110253	Shippensburg, Pa., Edgemont, Md.	.....do.....	33.82	120	25	.....do	12.19	42.75	.....	1,445.80	.....	.....	Covers 113021.
110254	Vacant.												
110255	Vacant.												
110256	Anita, Punxsutawney	Pennsylvania and Northwestern R. R. Co.	4.74	141	14	.....do	15	42.75	.....	202.63	.....	.....	
110257	Vacant.												
110258	Philadelphia (52d street), Cynwyd.	Pennsylvania R. R. Co.	2.10	119	18	.....do	25	42.75	.....	89.77	.....	.....	
110259	Vacant.												
110260	York, State Line (n. o.)	York Southern R. R. Co.	34.98	537	20	apt. 12 by 7, 2 1.....	24	65.84	.....	2,303.08	.....	.....	Formerly part of 113024.
110261	Vacant.												
110262	Vacant.												
110263	Vance Mill Junction (n. o.), West Leisenring.	Pennsylvania R. R. Co.	2.53	33	21	apt. 22 by 9, 2 1.....	12	42.75	.....	108.15	.....	.....	
110264	Reading, Adamstown.	Reading and Southwestern Street Rwy. Co.	13.68	128	8	no apt.....	12	42.75	.....	584.82	.....	.....	
110265	Vacant.												
110266	Vacant.												
110267	Vacant.												
110268	Vacant.												
110269	Vacant.												

110273	Vacant.												
110274	Vacant.												
110275	Vacant.												
110276	Vacant.												
110277	Unadjusted. No distance circular.												
110278	Stanley (n. o.), Helvetia.	Buffalo, Rochester and Pittsburg Rwy. Co.	2.01	35	15	no apt	12	42.75	.....	85.92	.....	.....	
110279	La Jose Junction (n. o.), La Jose.	Pennsylvania R. R. Co.	0.88	43	16	apt. 15.3 by 9.2, 2 l	15	42.75	.....	37.62	.....	.....	Formerly part of 110182.
110280	Third and Berks street Station (Philadelphia), Tabor Junction (n. o.), (Philadelphia).	Philadelphia and Reading Rwy. Co.	4.80	4,081	22	apt. 20 by 8.5, 1½ l	21.76	157.32	.....	676.47	.....	.....	Formerly part of 110117.
110281	Strubles (n. o.), Pinegrove Mills.	Bellefonte Central R. R. Co.	4.18	44	23	no apt	12	42.75	.....	178.60	.....	.....	
	DELAWARE.												
112001	Wilmington, Delmar	Philadelphia, Wilmington and Baltimore R. R. Co.	98.64	7,827	30	apt. 2½ l. Wilmington to Dover, and 1½ l. residue, 25 by 8.6.	28.28	200.93	.....	19,819.73	.....	.....	
112002	Vacant.												
112003	Clayton, Del., Oxford, Md.	.....do	54.89	1,498	26	apt. 2 l. Clayton to Easton; 9.6 by 6.9.	13	106.02	.....	5,819.43	.....	.....	
112004	Georgetown, Lewes	.....do	15.24	772	30	apt. 2 l., 11.10 by 6.8	12	75.24	.....	1,146.65	.....	.....	
112005	Wilmington, Del., Landenburg, Pa.	Baltimore and Ohio R. R. Co.	19.80	206	23	apt. 1 l., 8.2 by 8.9	13.98	42.75	.....	846.45	.....	.....	
112006	Harrington, Del., Franklin City, Va.	Philadelphia, Wilmington and Baltimore R. R. Co.	78.30	887	19	apt. 2 l. Harrington to Georgetown, 11. residue, 11.11 by 6.7.	10.40	80.37	.....	6,292.97	.....	.....	
112007	Newark, Delaware City.	.....do	12.61	771	18	no apt	16.86	75.24	.....	948.77	.....	.....	
	MARYLAND.												
113001	Philadelphia, Pa., Washington, D. C.	Philadelphia, Wilmington and Baltimore R. R. Co.	137.43	161,200	30	r. p. o. cars, 5 l., 60 by 8.7; authorized 3 l. 60 ft. and 2 l. 40 ft.; apt. 11. over various parts, 22.2 by 8 (ay).	148.53	1,339.96	200	252,865.70	27,486.00	.....	

H.—*Table showing the adjustment of the rates of pay per mile on railroad routes in States and Territories in which the contract term expired June 30, 1897, and also on certain new routes in other States and Territories, etc.*—Continued.

No. of route.	State and termini.	Corporate title of company.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail car or apartment.	Average trips per week.	Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Annual rate of pay for transportation.	Annual rate of pay for r. p. o. cars.	Weighed for 30 days from October 7, 1896, unless otherwise noted.	Remarks.
	MARYLAND—cont'd.		*Miles.*	*Pounds.*		*Feet and inches.*		*Dollars.*	*Dols.*	*Dollars.*	*Dollars.*		
113027	Park Junction (n. o.), Philadelphia, Pa., Baltimore (Camden Street Station), Md.	Baltimore and Ohio R. R. Co.	98.30	22,967	30.27	r. p. o. cars 2 l., 60 by 9; authorized 1 l. 60 ft. and 1 l. 40 ft.; apt., 1 l., 25 by 8 between Twenty-fourth and Chestnut streets, Philadelphia, and Baltimore (Camden Street Station).	53.57	362.52	75	35,635.71	7,372.50	.....	
113028	Baltimore, Annapolis.	Baltimore and Annapolis Short Line R. R. Co.	26.22	574	24.20	no apt.....	25	66.69	.....	1,748.61	.....	.....	
113029	Canton Junction (n. o.), Baltimore, Station K (Sparrows Point).	Northern Central Rwy. Co.	8.13	191	20.64	.....do	34	42.75	.....	347.55	.....	.....	
113030	Vacant.												
113031	Vacant.												
113032	Hagerstown, Md., Cherry Run, W. Va.	Western Maryland R. R. Co.	19.76	1,297	23.67	apt., 1 l., 40 by 8.7....	15	97.47	.....	1,926.00	.....	.....	
113033	Vacant.												
113034	Vacant.												
113035	Vacant.												
113036	Sixth street and Pennsylvania avenue, NW., Station F., D. C.	Capital Traction Co.	3.16	488	.....	no apt.....	36.50	63.27	.....	146.78	.....	.....	Pay from Apr. 6 to June 30, 1896.
113037	Vacant.												
113038	Peninsular Junction, Crisfield.	New York, Philadelphia and Norfolk R. R. Co.	16.34	1,100	18	apt., 1 l., 25 by 8.6....	12	89.78	.....	1,467.00	.....	.....	New. Formerly part of 112002.

	VIRGINIA.												
114001	Quantico Junction (n.o.), Richmond.	Richmond, Fredericksburg, and Potomac R. R. Co.	81.20	89,850	33	r. p. o. 60 by 8.11, 1 l.; 50 by 8.11, 2 l. (authorized 1 l. 60 ft. and 2 l. 50 ft., 81.20 m.); apt. 29.10 by 9.1, 1 l.	27	542.93	180	44,085.91	10,556.00	.....	
114002	Washington, D. C., Danville Junction (n.o.), Va.	Southern Rwy. Co...	238.20	80,031	36	r. p. o. 60 by 9, 3 l.; 50 by 9, 1 l.; 40 by 9, 1 l. (authorized 3 l. 60 ft., 1 l. 50 ft., 1 l. 40 ft. (238.20 m.); apt. 18.1 by 8.6 (av.), W. O. and W. Jct. (n.o.) to Manassas.	24.23	972.14	215	231,563.74	51,213.00	.....	Covers 114016.
114003	Manassas, Harrisonburg.	.....do.....	118.72	1,746	23	apt. 15.3 by 7, 2 l.....	12	117.14	.....	13,321.16	.....	.....	Covers 114058.
114004	Alexandria, Round Hill.	.....do.....	50.17	1,369	22	apt. 21 by 8.5, 2 l.....	25.84	100.89	.....	5,061.65	.....	.....	
114005	Fortress Monroe, Gordonsville.	Chesapeake and Ohio Rwy. Co.	160.68	4,758	25	apt. 22.6 by 8.7 (av.) 1 l. Newport News to Gordonsville.	16.81	166.73	.....	26,790.17	.....	.....	Route curtailed.
114006	Richmond, Danville Junction (n.o.).	Southern Rwy. Co...	140.00	3,910	30	r. p. o. 50 by 9, 1 l. (not authorized); apt. 20 by 9, 1 l.	14	154.76	.....	21,666.40	.....	.....	
114007	Richmond, West Point	.....do.....	39.23	794	28	apt. 9.6 by 8, 1 l.....	6.50	76.10	.....	2,985.40	.....	.....	
114008	Richmond, Petersburg	Richmond and Petersburg R. R. Co.	22.91	35,737	36	r. p. o. 60 by 8.11, 1 l.; 50 by 8.11, 1 l. (authorized 1 l. 60 and 1 l. 50 ft. 22.45 m.); apt. 29.10 by 9.1, 1 l.	40.50	499.32	90	11,439.42	2,020.50	.....	
114009	Petersburg, Va., Weldon, N. C.	Petersburg R. R. Co.	61.63	29,712	36	r. p. o. 60 by 8.11, 1 l.; 50 by 8.11, 1 l. (authorized 1 l. 60 and 1 l. 50 ft., 61.39 m.); apt. 29.10 by 9.1, 1 l.	21	434.34	90	26,768.37	5,525.10	.....	
114010	Petersburg, City Point	Norfolk and Western Rwy. Co.	10.55	25	18	no apt.....	6	42.75	.....	451.01	.....	.....	
114011	Norfolk, Lynchburg..	.....do.....	204.43	3,733	32	apt. 24 by 8.11, 1 l....	16.79	152.19	.....	31,119.81	.....	.....	
114012	Bluestone Junction (n. o.), Pocahontas.	.....do.....	1.58	184	25	no apt.....	28	42.75	.....	67.54	.....	.....	
114013	Lynchburg, Va., Bristol, Tenn.	.....do.....	204.21	9,902	28	r. p. o. 40 by 9, 2 l. (authorized), 203.89 m.	14	223.16	50	45,571.50	10,194.50	.....	
114014	Gladespring, Saltville.	.....do.....	9.49	226	14	no apt.....	14	44.46	.....	421.92	.....	.....	
114015	Portsmouth, Va., Weldon, N. C.	Seaboard and Roanoke R. R. Co.	78.66	1,634	28	apt. 23.7 by 8, 1 l.....	14	112.01	.....	8,810.70	.....	.....	
114016	Vacant.												
114017	Bermuda Hundred, Farmville.	Farmville and Powhatan R. R. Co.	90.71	159	9	apt. 7.4 by 5.3, 1 l, Moseleys Junction and Farmville.	6	42.75	.....	3,877.85	.....	.....	

H.—*Table showing the adjustment of the rates of pay per mile on railroad routes in States and Territories in which the contract term expired June 30, 1897, and also on certain new routes in other States and Territories, etc.*—Continued.

No. of route.	State and termini.	Corporate title of company.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail car or apartment.	Average trips per week.	Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Annual rate of pay for transportation.	Annual rate of pay for r. p. o. cars.	Weighed for 30 days from October 7, 1896, unless otherwise noted.	Remarks.
	VIRGINIA—continued.		*Miles.*	*Pounds.*		*Feet and inches.*		*Dollars.*	*Dols.*	*Dollars.*	*Dollars.*		
114018	Vacant.												
114019	Vacant.												
114020	Fredericksburg, Orange.	Potomac, Fredericksburg and Piedmont R. R. Co.	88.14	540	14	apt. 7.5 by 7.2, 1 l.....	6	65.84	.....	2,511.13	.....	.....	
114021	Hagerstown, Md., Roanoke, Va.	Norfolk and Western Rwy. Co.	239.57	3,095	30	apt. 20 by 8.11, 2 l., Hagerstown and Shenandoah 1 l. res.	9.74	143.64	.....	34,411.33	.....	.....	
114022	Elba, Rocky Mount...	Southern Rwy. Co...	37.30	144	12	apt. 12 by 9, 1 l.....	6	42.75	.....	1,594.57	.....	.....	
114023	Richmond, Clifton-forge.	Chesapeake and Ohio Rwy. Co.	230.80	1,071	24	apt. 20.2 by 9, 1 l.....	8.46	88.07	.....	20,326.55	.....	.....	
114024	Calverton, Warrenton	Southern Rwy. Co...	9.16	586	22	no apt.....	27	67.55	.....	618.75	.....	.....	
114025	Vacant.												
114026	Norfolk, Va., Edenton, N. C.	Norfolk and Southern R. R. Co.	75.30	1,734	24	apt. 20 by 9, 1 l.....	12	116.28	.....	8,755.88	.....	.....	
114027	Vacant.												
114028	Danville, Stuart.....	Danville and Western Rwy. Co.	76.09	267	16	apt. 13 by 8, 1 l.....	10.09	53.67	.....	4,098.96	.....	.....	
114029	Balcony Falls, Lexington.	Chesapeake and Ohio Rwy. Co.	21.59	446	16	no apt.....	13.50	59.85	.....	1,292.16	.....	.....	
114030	Suffolk, Va., Woodley, N. C.	Suffolk and Carolina Rwy. Co.	36.85	78	18	apt. 9.8 by 5.11, 1 l....	6	42.75	.....	1,575.33	.....	.....	
114031	Vacant.												
114032	Keysville, Va., Durham, N. C.	Southern Rwy. Co...	88.28	443	26	apt. 20.3 by 8.11, 1 l...	8.04	59.85	.....	5,283.55	.....	.....	
114033	East Radford, Va., Kenova, W. Va.	Norfolk and Western Rwy. Co.	267.65	1,538	24	apt. 20 by 8.11, 1 l. to Bluefield, 3 l. thence to Graham, 2 l. thence to Lindsey.	12.76	107.73	.....	28,833.93	.....	.....	
114034	Claremont, Belfield ...	Atlantic and Dan-	55.18	104	14	no apt.....	6	42.75	.....	2,358.94	.....	.....	
114035	Norfolk, Virginia Beach	Norfolk and Southern R. R. Co.	17.50	238	22	.....do.....	20	45.92	.....	799.19	.....	.....	

114037	Vacant.												
114038	Vacant.												
114039	Pulaski, Monarat	Norfolk and Western Rwy. Co.	44.97	455	23	apt. 17.3 by 8.8, 1 l	16.72	60.71		2,730.12			
114040	Bristol, Tenn., Gilly, Va.	South Atlantic and Ohio R. R. Co.	69.58	497	17	apt. 8.10 by 6.8, 1 l	13	63.27		4,402.32			
114041	Bremobluff, Bolling	Chesapeake and Ohio Rwy. Co.	20.06	155	11	no apt	6	42.75		856.28			Covers 114027.
114042	Norfolk, Danville	Atlantic and Danville Rwy. Co.	208.03	651	26	apt. 18.4 by 8.9, 1 l	7.32	70.11		14,584.98			
114043	Graham, Norton	Norfolk and Western Rwy. Co.	100.72	1,385	23	apt. 20 by 8.11, 1 l	7	101.75		10,248.26			
114044	Lynchburg, Va., Durham, N. C.	do	117.25	659	25	apt. 19.6 by 8.10, 1 l	6.50	70.11		8,220.39			
114045	Scotland. Wakefield Station.	Surry, Sussex and Southampton Rwy.	19.92	110	14	no apt	6	42.75		851.58			
114046	Coulton (n. o.), Winterpock.	Farmville and Powhatan R. R. Co.	3.01	48	14	do	6	42.75		128.67			
114047	Norfolk, Va., Tarboro, N. C.	Norfolk and Carolina R. R. Co.	102.35	1,255	28	r. p. o. 50 by 8.11, 1 l., not authorized.	6	95.76		9,801.03			
114048	Not weighed; summer service.												
114049	Do.												
114050	Washington, D. C., Huntington, W. Va.	Chesapeake and Ohio Rwy. Co.	438.46	20,500	32	r. p. o. 50 by 9, 2 l. (authorized), 438.05 m.	27.85	336.02	80	147,331.32	35,044.00		Covers part of 114005 and all of 114025.
114051	Norton, Va., Cumberland Gap, Tenn.	Louisville and Nashville R. R. Co.	70.74	735	11	apt. 16 by 8.9, 1 l	7	76.10		5,383.31			
114052	Reed Island Junction (n. o.), Sylvatus.	Norfolk and Western Rwy. Co.	10.98	67	10	no apt	6	42.75		469.39			
114053	Bessemer, Craig City	Chesapeake and Ohio Rwy. Co.	26.42	180	13	do	6	42.75		1,129.45			
114054	Covington, Hot Springs.	do	25.01	486	21	do	14	62.42		1,561.12			
114055	Roanoke, Va., Winston, N. C.	Norfolk and Western Rwy. Co.	123.20	409	26	apt. 20 by 8.11, 1 l	7	57.29		7,060.83			
114056	Washington, D. C., Quantico Junction (n. o.), Va.	Philadelphia, Wilmington and Baltimore R. R. Co.	34.19	40,392	27	r. p. o. 60 by 8.11, 1 l.; 60 by 8.11, 2 l. (authorized), 34.19 m.; apt. 29.10 by 9.1, 1 l.	39	548.91	139	18,767.23	4,444.70		
114057	Elkton, Bridgewater	Chesapeake and Western R. R. Co.	27.87	386	16	no apt	6	55.58		1,549.61			
114058	Vacant.												
114059	Harrisonburg, Lexington.	Valley R. R. Co. of Virginia.	62.53	847	17	apt. 25.5 by 9, 1 l	15.48	78.06		4,918.60			
	WEST VIRGINIA.												
116061	Harpers Ferry, W. Va., Brockett, Va.	Baltimore and Ohio R. R. Co.	51.11	1,439	24.70	apt. 31. Harpers Ferry to Winchester, 2 l. residue, 21 by 8.11.	15.76	103.46		5,287.84			

H.—*Table showing the adjustment of the rates of pay per mile on railroad routes in States and Territories in which the contract term expired June 30, 1897, and also on certain new routes in other States and Territories, etc.*—Continued.

No. of route.	State and termini.	Corporate title of company.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail car or apartment.	Average trips per week.	Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Annual rate of pay for transportation.	Annual rate of pay for r. p. o. cars.	Weighed for 30 days from October 1, 1896, unless otherwise noted.	Remarks.
	VIRGINIA—continued.		*Miles.*	*Pounds.*		*Feet and inches.*		*Dollars.*	*Dols.*	*Dollars.*	*Dollars.*		
114018	Vacant.												
114019	Vacant.												
114020	Fredericksburg, Orange.	Potomac, Fredericksburg and Piedmont R. R. Co.	88.14	540	14	apt. 7.5 by 7.2, 1 l.....	6	65.84	.....	2,511.13	.....	.....	
114021	Hagerstown, Md., Roanoke, Va.	Norfolk and Western Rwy. Co.	239.57	3,095	30	apt. 20 by 8.11, 2 l., Hagerstown and Shenandoah 1 l. res.	9.74	143.64	.....	34,411.83	.....	.....	
114022	Elba, Rocky Mount...	Southern Rwy. Co...	37.90	144	12	apt. 12 by 9, 1 l.....	6	42.75	.....	1,594.57	.....	.....	
114023	Richmond, Cliftonforge.	Chesapeake and Ohio Rwy. Co.	230.90	1,071	24	apt. 20.2 by 9, 1 l.....	8.46	88.07	.....	20,326.55	.....	.....	
114024	Calverton, Warrenton	Southern Rwy. Co...	9.16	586	22	no apt.....	27	67.55	.....	618.75	.....	.....	
114025	Vacant.												
114026	Norfolk, Va., Edenton, N. C.	Norfolk and Southern R. R. Co.	75.90	1,734	24	apt. 20 by 9, 1 l.....	12	116.28	.....	8,755.88	.....	.....	
114027	Vacant.												
114028	Danville, Stuart.....	Danville and Western Rwy. Co.	76.09	367	16	apt. 12 by 8, 1 l.....	10.09	53.67	.....	4,098.96	.....	.....	
114029	Balcony Falls, Lexington.	Chesapeake and Ohio Rwy. Co.	21.59	446	16	no apt.....	13.50	59.85	.....	1,292.16	.....	.....	
114030	Suffolk, Va., Woodley, N. C.	Suffolk and Carolina Rwy. Co.	36.65	78	18	apt. 9.8 by 5.11, 1 l....	6	42.75	.....	1,575.33	.....	.....	
114031	Vacant.												
114032	Keysville, Va., Durham, N. C.	Southern Rwy. Co...	88.28	443	26	apt. 20.3 by 8.11, 1 l...	8.04	59.85	.....	5,283.55	.....	.....	
114033	East Radford, Va., Kenova, W. Va.	Norfolk and Western Rwy. Co.	267.65	1,538	24	apt. 20 by 8.11, 1 l. to Bluefield, 3 l. thence to Graham, 2 l. thence to Lindsey.	12.76	107.73	.....	28,833.93	.....	.....	
114034	Claremont, Bellfield ...	Atlantic and Danville Rwy. Co.	55.18	104	14	no apt.....	6	42.75	.....	2,358.94	.....	.....	
114035	Norfolk, Virginia Beach.	Norfolk, Virginia Beach and Southern R. R. Co	17.50	238	22	.....do.....	20	45.32	.....	793.10	.....	.....	

114037	*Vacant.*												
114038	Vacant.												
114039	Pulaski, Monarat	Norfolk and Western Rwy. Co.	44.97	455	23	apt. 17.8 by 8.8, 1 1	16.72	60.71		2,730.12			
114040	Bristol, Tenn., Gilly, Va.	South Atlantic and Ohio R. R. Co.	69.56	497	17	apt. 8.10 by 6.8, 1 1	13	63.27		4,402.32			
114041	Bremobluff, Bolling	Chesapeake and Ohio Rwy. Co.	20.08	155	11	no apt.	6	42.75		856.28			Covers 114027.
114042	Norfolk, Dauville	Atlantic and Danville Rwy. Co.	208.03	651	26	apt. 18.4 by 8.9, 1 1	7.82	70.11		14,584.98			
114043	Graham, Norton	Norfolk and Western Rwy. Co.	100.79	1,[illegible]	[illegible]	apt. 20 by 8.11, 1 1	7	101.75		10,248.26			
114044	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	apt. 19.6 by 8.10, 1 1	6.50	70.11		8,220.90			
114045	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	49.78		[illegible]			
114046	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		[illegible]			
114047	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		[illegible]			
114048	[illegible]	[illegible]				[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		Covers part of 114008 and all of 114028.

H.—*Table showing the adjustment of the rates of pay per mile on railroad routes in States and Territories in which the contract term expired June 30, 1897, and also on certain new routes in other States and Territories, etc.*—Continued.

No. of route.	State and termini.	Corporate title of company.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail car or apartment.	Average trips per week.	Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Annual rate of pay for transportation.	Annual rate of pay for r. p. o. cars.	Weighed for 30 days from October 7, 1896, unless otherwise noted.	Remarks.
	VIRGINIA—continued.		*Miles.*	*Pounds.*		*Feet and inches.*		*Dollars.*	*Dols.*	*Dollars.*	*Dollars.*		
114018	Vacant.												
114019	Vacant.												
114020	Fredericksburg, Orange.	Potomac, Fredericksburg and Piedmont R. R. Co.	38.14	540	14	apt. 7.5 by 7.2, 1 l.....	6	65.84	.....	2,511.13	.....	.....	
114021	Hagerstown, Md., Roanoke, Va.	Norfolk and Western Rwy. Co.	239.57	3,095	30	apt. 20 by 8.11, 2 l., Hagerstown and Shenandoah 1 l. res.	9.74	143.64	.....	34,411.83	.....	.....	
114022	Elba, Rocky Mount...	Southern Rwy. Co...	37.30	144	12	apt. 12 by 9, 1 l.....	6	42.75	.....	1,594.57	.....	.....	
114023	Richmond, Cliftonforge.	Chesapeake and Ohio Rwy. Co.	230.80	1,071	24	apt. 20.2 by 9, 1 l.....	8.46	88.07	.....	20,326.55	.....	.....	
114024	Calverton, Warrenton	Southern Rwy. Co...	9.16	396	22	no apt.....	27	67.55	.....	618.75	.....	.....	
114025	Vacant.												
114026	Norfolk, Va., Edenton, N. C.	Norfolk and Southern R. R. Co.	75.30	1,734	24	apt. 20 by 9, 1 l.....	12	116.28	.....	8,755.88	.....	.....	
114027	Vacant.												
114028	Danville, Stuart.....	Danville and Western Rwy. Co.	76.09	367	16	apt. 13 by 8, 1 l.....	10.09	53.87	.....	4,098.96	.....	.....	
114029	Balcony Falls, Lexington.	Chesapeake and Ohio Rwy. Co.	21.59	446	16	no apt.....	13.50	59.85	.....	1,292.16	.....	.....	
114030	Suffolk, Va., Woodley, N. C.	Suffolk and Carolina Rwy. Co.	36.85	78	13	apt. 9.3 by 5.11, 1 l....	6	42.75	.....	1,575.39	.....	.....	
114031	Vacant.												
114032	Keysville, Va., Durham, N. C.	Southern Rwy. Co...	88.28	443	26	apt. 20.3 by 8.11, 1 l...	8.04	59.85	.....	5,283.55	.....	.....	
114033	East Radford, Va., Kenova, W. Va.	Norfolk and Western Rwy. Co.	267.65	1,538	24	apt. 20 by 8.11, 1 l. to Bluefield, 3 l. thence to Graham, 2 l. thence to Lindsey.	12.76	107.73	.....	28,833.93	.....	.....	
114034	Claremont, Belfield ...	Atlantic and Danville Rwy. Co.	55.18	104	14	no apt.....	6	42.75	.....	2,358.94	.....	.....	
114035	Norfolk, Virginia Beach.	Norfolk, Virginia Beach and Southern R. R. Co	17.50	238	23	.....do.....	20	45.32	.....	793.10	.....	.....	

		Rwy. Co.											
114042	Norfolk, Danville.....	Atlantic and Danville Rwy. Co.	208.03	651	26	apt. 18.4 by 8.9, 1 l....	7.32	70.11	.....	14,584.98	.....	.....	
114043	Graham, Norton	Norfolk and Western Rwy. Co.	100.72	1,385	23	apt. 20 by 8.11, 1 l.....	7	101.75	.....	10,248.26	.....	.....	
114044	Lynchburg, Va., Durham, N. C.	.....do.....	117.25	659	25	apt. 19.6 by 8.10, 1 l....	6.50	70.11	.....	8,220.39	.....	.....	
114045	Scotland, Wakefield Station.	Surry, Sussex and Southampton Rwy.	19.92	110	14	no apt.....	6	42.75	.....	851.58	.....	.....	
114046	Coalton (n. o.), Winterpock.	Farmville and Powhatan R. R. Co.	3.01	48	14	.....do	6	42.75	.....	128.67	.....	.....	
114047	Norfolk, Va., Tarboro, N. C.	Norfolk and Carolina R. R. Co.	102.35	1,255	28	r. p. o. 50 by 8.11, 1 l., not authorized.	6	95.76	.....	9,801.03	.....	.....	
114048	Not weighed; summer service.												
114049	Do.												
114050	Washington, D. C., Huntington, W. Va.	Chesapeake and Ohio Rwy. Co.	438.46	20,500	32	r. p. o. 50 by 9, 2 l. (authorized), 438.05 m.	27.85	836.02	80	147,331.32	35,044.00	.....	Covers part of 114005 and all of 114025.
114051	Norton, Va., Cumberland Gap, Tenn.	Louisville and Nashville R. R. Co.	70.74	785	11	apt. 16 by 8.9, 1 l.....	7	76.10	.....	5,383.31	.....	.....	
114052	Reed Island Junction (n. o.), Sylvatus.	Norfolk and Western Rwy. Co.	10.98	67	10	no apt.....	6	42.75	.....	469.39	.....	.....	
114053	Bessemer, Craig City..	Chesapeake and Ohio Rwy. Co.	26.42	180	13	.....do	6	42.75	.....	1,129.45	.....	.....	
114054	Covington, Hot Springs.	.....do.....	25.01	486	21	.....do	14	62.42	.....	1,561.12	.....	.....	
114055	Roanoke, Va., Winston, N. C.	Norfolk and Western Rwy. Co.	122.20	409	26	apt. 20 by 8.11, 1 l.....	7	57.29	.....	7,000.83	.....	.....	
114056	Washington, D. C., Quantico Junction (n. o.), Va.	Philadelphia, Wilmington and Baltimore R. R. Co.	34.19	40,392	27	r. p. o. 60 by 8.11, 1 l.; 50 by 8.11. 2 l. (authorized), 34.19 m.; apt. 29.10 by 9.1, 1 l.	39	548.91	120	18,767.23	4,444.70	.....	
114057	Elkton, Bridgewater..	Chesapeake and Western R. R. Co.	27.87	386	16	no apt.....	6	55.58	.....	1,549.01	.....	.....	
114058	Vacant.												
114059	Harrisonburg, Lexington.	Valley R. R. Co. of Virginia.	62.58	847	17	apt. 25.5 by 9, 1 l.....	15.48	78.66	.....	4,918.90	.....	.....	
	WEST VIRGINIA.												
116001	Harpers Ferry, W. Va., Brockett, Va.	Baltimore and Ohio R. R. Co.	51.11	1,439	24.70	apt. 31. Harpers Ferry to Winchester, 2 l. residue, 21 by 8.11.	15.76	103.46	.....	5,287.34	.....	.....	

H.—*Table showing the adjustment of the rates of pay per mile on railroad routes in States and Territories in which the contract term expired June 30, 1897, and also on certain new routes in other States and Territories, etc.*—Continued.

No. of route.	State and termini.	Corporate title of Company.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail car or apartment.	Average trips per week.	Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Annual rate of pay for transportation.	Annual rate of pay for r. p. o. cars.	Weighed for 30 days from October 7, 1896, unless otherwise noted.	Remarks.
	PENNSYLVANIA—cont'd.												
			Miles.	*Pounds.*		*Feet and inches.*		*Dollars.*	*Dols.*	*Dollars.*	*Dollars.*		
110123	Pittsburg, Pa., Youngstown, Ohio.	Pittsburg and Lake Erie R. R. Co.	68.20	11,178	.....	apt. 25 by 8.10, 2 l	45.58	236.84	.....	16,152.48	.....	.....	
110124	Columbia, Pa., Perryville, Md.	Pennsylvania R. R. Co.	43.89	327	26	apt. 9 by 6, 1 l	9.20	51.30	.....	2,251.55	.....	.....	Covers route 113023.
110125	Allegheny, Newcastle	Pittsburg and Western Rwy. Co.	57.52	7,734	.....	r. p. o. 1 l. 60 ft. Willow Grove Junction (n. o.) and Newcastle Junction (n. o.), 52 miles; apt. 20 by 9.2. 2 l. on part of route and 1 l. on part.	24.27	200.07	50	11,508.02	2,600.00	.....	
110126	Vacant.												
110127	Montour Junction (n. o.), Imperial.	Montour R. R. Co....	10.71	203	15	no apt.....	12	42.75	.....	457.85	.....	.....	
110128	Portland, Nazareth...	Bangor and Portland Rwy. Co.	27.60	627	23	apt. 8.6 by 6.6 (av.), 1 l.	19.16	69.26	.....	1,911.57	.....	.....	
110129	Irwin, Blackburn.....	Penn Gas Coal Co...	8.18	56	17	no apt.....	8.68	42.75	.....	349.69	.....	.....	
110130	Daguscahonda, Dagus Mines.	Erie R. R. Co.....	5.58	200	8	.....do	12	42.75	.....	238.54	.....	.....	Discontinued from Aug. 16, 1897.
110131	Landenburg, Pasadena.	Pennsylvania R. R. Co.	18.62	89	16	.....do	6	42.75	.....	796.00	.....	.....	
110132	Bradford, Smethport..	Bradford, Bordell and Kinzua Rwy. Co.	26.37	221	15	.....do	12	43.61	.....	1,149.99	.....	.....	
110133	Vacant.												
110134	Lumber Yard (n. o.), Jeddo.	Lehigh Valley R. R. Co.	3.43	663	20	.....do	27	70.97	.....	243.42	.....	.....	
110135	Dubois Junction (n. o.), Beech Creek R. R. depot in Clearfield (n. o.).	Buffalo, Rochester and Pittsburg Rwy. Co.	26.33	291	23	.....do	12	48.74	.....	1,283.32	.....	.....	

110136	Bloesburg. Morris Run.	Erie R. R. Co	2.82	94	16	do	12	42.75		168.80			
110137	Junction, Quarryville.	Reading and Columbia R. R. Co.	23.47	473	17	apt. 17.6 by 5.7, 1 l. on part of route.	22.68	61.56		1,444.81			
110138	Saxton, Dudley	Huntingdon and Broad Top Mountain R. R. and Coal Co.	5.79	53	13	no apt.	6	42.75		247.52			
110139	Lawrenceville, Ulysses.	Fall Brook Rwy. Co.	41.67	1,043	28	apt. 10.10 by 7.2, 2 l.	12	87.21		3,634.04			Covers route 110128.
110140	Hollidaysburg Junction (n. o.), Newry.	Pennsylvania R. R. Co.	3.03	119	6	no apt.	12	42.75		129.53			
110141	Broadford, Mount Pleasant.	Baltimore and Ohio R. R. Co.	10.61	169	18	do	12	42.75		453.57			
110142	Vacant.												
110143	Negley, Verona	Allegheny Valley Rwy. Co.	7.80	214	12	do	18	43.61		340.15			
110144	Port Allegany, Ulysses.	Coudersport and Port Allegany R. R. Co.	40.93	433	22	apt. 8.6 by 7, 1 l.	14.57	59.00		2,414.87			Covers route 110272.
110145	Mercersburg Junction (n. o.), Mercersburg.	Southern Pennsylvania Rwy. and Mining Co.	2.62	182	18	apt. 15 by 7.8, 4 l.	24	42.75		112.00			
110146	West Brownsville, Uniontown.	Pennsylvania R. R. Co.	18.90	191	18	apt. 22 by 9, 1 l.	12	42.75		807.97			
110147	Patrick, Clarion	Pittsburg and Western Rwy. Co.	6.68	403	17	no apt.	18	56.43		376.95			
110148	County Home Junction (n. o.), Herminie	Pennsylvania R. R. Co.	10.38	120	22	do	12	42.75		443.74			
110149	Lebanon, Mount Hope	Cornwall R. R. Co	12.16	107	25	do	21.09	42.75		519.84			Covers route 110283.
110150	Vacant.												
110151	Youngwood Station (n. o.), Tranger.	Pennsylvania R. R. Co.	13.53	175	11	do	12	42.75		585.65			
110152	Branchton, Hilliards	Pittsburg, Bessemer and Lake Erie R. R. Co.	10.44	97	12	do	9.58	42.75		446.31			
110153	East Mahanoy Junction (n. o.), West Milton.	Philadelphia and Reading Rwy. Co.	67.35	261	28	apt. 15 by 8.8, 1 l.	6	47.03		3,167.47			
110154	Cornwall, Conewago	Cornwall and Lebanon R. R. Co.	16.43	60	30	no apt.	12	42.75		702.38			
110155	Hunters Run, Gettysburg.	Gettysburg and Harrisburg Rwy. Co.	21.59	757	24	apt. 14 by 8.6, 1 l.	12	74.39		1,606.08			
110156	Newcastle Junction (n. o.), Newcastle.	Pittsburg and Lake Erie R. R. Co.	3.24	1,268	15	no apt.	46	96.62		313.04			
110157	Ganister, Mines	Pennsylvania R. R. Co.	8.41	103	20	do	6	42.75		359.52			
110158	Easton, Belfast Station (n. o.).	Bangor and Portland Rwy. Co.	8.12	482	18	do	21	62.42		506.85			
110159	Pittsburg, New Haven	Pittsburg and Lake Erie R. R. Co.	59.92	677	21	apt. 25.3 by 9 (av.), 21. to McKeesport, 1 l. residue.	10.62	70.97		4,252.52			

H.—*Table showing the adjustment of the rates of pay per mile on railroad routes in States and Territories in which the contract term expired June 30, 1897, and also on certain new routes in other States and Territories, etc.*—Continued.

No. of route.	State and termini.	Corporate title of company.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail car or apartment.	Average trips per week.	Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Annual rate of pay for transportation.	Annual rate of pay for r. p. o. cars.	Weighed for 30 days from October 7, 1896, unless otherwise noted.	Remarks.
	PENNSYLVANIA—cont'd.		*Miles.*	*Pounds.*		*Feet and inches.*		*Dollars.*	*Dols.*	*Dollars.*	*Dollars.*	1897.	
110160	Philadelphia, Station H.	Pennsylvania R. R. Co.	12.03	521	22	no apt.	59.50	64.98	.....	781.70	.....	.....	
110161	Holmesburg Junction (n. o.), Substation No. 28 (Bustleton).	.....do	4.13	103	24	.....do	18	42.75	.....	176.55	.....	.....	
110162	Springfield Station (n. o.), St. Peters.	Wilmington and Northern R. R. Co.	6.88	78	14	.....do	12	42.75	.....	294.12	.....	.....	
110163	Vacant.												
110164	Warren, Pa., Salamanca, N. Y.	Western New York and Pennsylvania Rwy. Co.	42.24	501	25	apt. 17 by 8.7 (av.), 1 l.	12	64.13	.....	2,706.85	.....	.....	
110165	Vacant.												
110166	Watsontown, Orangeville.	Central Pennsylvania and Western R. R. Co.	31.87	318	18	no apt.	11.70	50.45	.....	1,582.61	.....	.....	Covers route 110193.
110167	Keating, Karthaus....	Pennsylvania R. R. Co.	22.22	81	14	.....do	3	42.75	.....	950.33	.....	.....	
110168	Irvona, Cresson.....	.....do	27.67	115	16	.....do	9.77	42.75	.....	1,182.89	.....	.....	
110169	Hazleton, New Boston.	Lehigh Valley R. R. Co.	18.06	1,159	23	apt. 17.3 by 7.6 (av.), 11. over whole route and parts of route.	34.14	91.49	.....	1,652.30	.....	.....	
110170	Vacant.												
110171	Forest House, Ansonia.	Buffalo and Susquehanna R. R. Co.	62.63	355	18	apt. 13.3 by 8.8 (av.), 1 l. to Galeton.	10.87	53.01	.....	3,320.01	.....	June 2	Covers routes 110201, 110242, and 110348.
110172	Jamison City, D., L. and W. depot in Bloomsburg.	Bloomsburg and Sullivan R. R. Co.	29.31	348	21	apt. 8.4 by 6.6, 1 l.....	18	53.01	.....	1,580.22	.....	.....	
110173	Vacant.												
110174	Wilkesbarre, Rock Glen Junction, New Boston, Pottsville.	Pennsylvania R. R.	39.20	673	26	apt. 10.8 by 6.6, 1 l....	12.52	70.97	.....	2,782.02	.....	.....	
110175		.....do	10.09	733	22	apt. 15.3 by 6.6, 1 l....	28.75	73.50	.....	739.71	.....	.....	

110177	(n. o.), Bloomsburg, Rupert.	Rupert and Bloomsburg R. R. Co.	2.20	66	20	....do	12	42.75		94.05			
110178	Beechtree Junction (n. o.), Beechtree.	Buffalo, Rochester and Pittsburg Rwy. Co.	2.24	101	18	....do	12	42.75		95.76			
110179	Wampum Junction (n. o.), Homewood.	Pennsylvania R. R. Co.	6.07	178	26	....do	7.80	42.75		269.49			
110180	Rock Hill Furnace, Shade Gap.	East Broad Top R. R. and Coal Co.	7.05	41	15	....do	6	42.75		301.38			
110181	Bear Creek, Bear Creek Junction (n. o.).	Lehigh Valley R. R. Co.	5.36	36	15	....do	12	42.75		229.14			
110182	Garway (n. o.), Hastings.	Pennsylvania R. R. Co.	4.91	110	20	apt. 15.3 by 9.2, 2 l.	12	42.75		209.90		Route restated.	
110183	Duncannon, Landisburg.	Perry County R. R. Co.	21.41	235	14	no apt.	12	44.46		951.88		Covers route 110224.	
110184	McGees Mills, Glen Campbell.	Pennsylvania R. R. Co.	8.20	356	21	apt. 15.3 by 9.2, 1 l.	12	53.87		441.73			
110185	Mount Pleasant, Scottdale Station (n. o.).	....do	5.63	362	15	no apt.	15	53.87		303.28			
110186	Pond Creek Junction (n. o.), Sandy Run.	Central R. R. Co. of New Jersey.	2.53	79	18	....do	15	42.75		108.15			
110187	McKeesport, Fayette City.	Pittsburg and Lake Erie R. R. Co.	30.58	712	21	apt. 23.5 by 9 (av.), 2 l.	18	72.88		2,222.55			
110188	Marshburg, Kinzua	Western N. Y. and Pennsylvania Rwy. Co.	16.68	40	7	no apt.	6	42.75		713.07			
110189	Hawley, Scranton	Erie and Wyoming Valley R. R. Co.	37.70	368	24	apt. 9.9 by 6.8 (av.), 1 l.	12	54.72		2,062.94			
110190	Wayne Junction (n. o.), Park Junction (n. o.).	Philadelphia and Reading Rwy. Co.	5.70	21,042	30	r. p. o. 60 by 8, 2 l. (authorized 1 l. 60 ft. and 11.40 ft., 5.70 m.).	27	342.00	75	1,949.40	427.50	Covers part of route 110002.	
110191	Confluence, Pa., Krug, Md.	Baltimore and Ohio R. R. Co.	20.10	180	12	no apt.	3	42.75		859.27			
110192	Instanter, Johnsonburg.	Pennsylvania R. R. Co.	12.24	76	24	....do	6	42.75		523.26			
110193	Vacant.												
110194	Lizard Creek Junction (n. o.), Potisville.	Lehigh Valley R. R. Co.	34.40	375	28	....do	21.73	54.72		1,882.36			
110195	Ormsby, Mount Jewett.	Bradford, Bordell and Kinzua Rwy. Co.	10.38	59	20	....do	12	42.75		443.74			
110196	Vacant.												
110197	Wilmington Junction (n. o.), Sharpsville.	Sharpsville R. R. Co.	17.09	164	14	....do	12	42.75		730.59			
110198	Harrisburg, Shippensburg.	Philadelphia and Reading Rwy. Co.	41.47	631	24	apt. 14 by 8.6, 1 l. Harrisburg to Carlisle Junction (n. o.).	15.14	60.26		2,672.21		Covers route 110128.	

H.—*Table showing the adjustment of the rates of pay per mile on railroad routes in States and Territories in which the contract term expired June 30, 1897, and also on certain new routes in other States and Territories, etc.*—Continued.

No. of route.	State and termini.	Corporate title of company.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail car or apartment.	Average trips per week.	Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Annual rate of pay for transportation.	Annual rate of pay for r. p. o. cars.	Weighed for 30 days from October 1, 1896, unless otherwise noted.	Remarks.
	PENNSYLVANIA—cont'd.												
			Miles.	*Pounds.*		*Feet and inches.*		*Dollars.*	*Dols.*	*Dollars.*	*Dollars.*	1897.	
110199	Alford, Montrose.....	Delaware, Lackawanna and Western R. R. Co.	11.26	534	18	no apt.....	18	64.98	.....	731.67	.....	.....	
110200	Latrobe, Hostetter....	Pennsylvania R. R. Co.	5.32	118	12	.....do	12	42.75	.....	227.43	.....	.....	
110201	Vacant.												
110202	Vacant.												
110203	Erie, Butler.....	Pittsburg, Bessemer and Lake Erie R. R. Co.	123.46	1,544	25	apt. 20.1 by 8.6 (av.), 2 l.	12	108.59	.....	13,406.52	.....	.....	
110204	Vacant.												
110205	Millhall, Bellefonte...	Central R. R. Co. of Pennsylvania.	27.78	148	24	no apt.....	12	42.75	.....	1,187.59	.....	.....	
110206	Junction (n. o.), Whitney.	Pennsylvania R. R. Co.	1.20	52	10	.....do	12	42.75	.....	51.30	.....	.....	
110207	Vacant.												
110208	Vacant.												
110209	Vacant.												
110210	Groveton, Moon Run.	Pittsburg and Moon Run R. R. Co.	5.02	46	15	.....do	6	42.75	.....	214.60	.....	.....	
110211	Vacant.												
110212	Bellefonte, State College.	Bellefonte Central R. R. Co.	19.31	354	21	.....do	18	53.01	.....	1,023.62	.....	.....	
110213	Newport, New Germantown.	Newport and Shermans Valley R. R. Co.	28.72	298	17	.....do	12	49.59	.....	1,424.22	.....	.....	
110214	Vacant.												
110215	Vacant.												
110216	Vacant.												
110217	Vacant.												
110218	South Fork, Dunlo....	Pennsylvania R. R. Co.	7.62	103	15	.....do	12	2.75	.....	326.75	.....	.....	

[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	Ellwood City, West Ellwood Junction (n. o.).	Pittsburg and Lake Erie R. R. Co.				....do							
110223	Bradley Junction (n. o.), Grant.	Pennsylvania R. R. Co.	17.53	241	17	....do	12	45.32		794.45			
110224	Vacant.												
110225	Vacant.												
110226	Port Royal, Blairs Mills.	Tuscarora Valley R. R. Co.	27.24	260	16	....do	12	47.03		1,281.09			Covers 110265.
110227	Vacant.												
110228	Jersey Shore, Mahaffey.	New York Central and Hudson River R. R. Co.	124.80	775	22	apt. 20 by 9.3, 1 l....	9.27	75.24		9,389.95			Covers part of 110112.
110229	Bridgeville, Bishop...	Pitttburg, Cincinnati, Chicago and St. Louis Rwy. Co.	6.39	150	13	no apt.....	15	42.75		273.17			
110230	Vacant.												
110231	Manheim Junction (n. o.), Mount Hope Junction (n. o.).	Reading and Columbia R. R. Co.	6.06	181	27	....do	18	42.75		259.92			
110232	Vacant.												
110233	Milton Branch Junction (n. o.), Milton.	Philadelphia and Reading Rwy. Co.	1.09	48	16	....do	6	42.75		46.59			
110234	Willow Grove Junction (n. o.), Laughlin Junction (n. o.).	Pittsburg Junction R. R. Co.	4.47	3,653	.....	r. p. o., 60 by 9.3, 1 l, 4.47 m. (authorized).	7	151.34	50	676.48	223.50		
110235	Sonestown, Eaglesmere.	Eaglesmere R. R. Co	8.66	33	8	no apt.....	6	42.75		370.21			
110236	Hazleton Junction (n. o.), Sheppton.	Delaware, Susquehanna and Schuylkill R. R. Co.	11.34	78	24	....do	12	42.75		484.78			
110237	Vacant.												
110238	Vacant.												
110239	Vacant.												
110240	Vacant.												
110241	Stewart Station, Export.	Pennsylvania R. R. Co.	10.48	144	15	....do	12	42.75		448.02			
110242	Vacant.												
110243	Cross Fork Junction (n. o.), Cross Fork.	Buffalo and Susquehanna R. R. Co.	13.07	81	13	....do	12	42.75		558.74		June 2	
110244	Ashley, Olivers Mills.	Central R. R. Co. of New Jersey.	8.09	31	24	....do	12	42.75		345.84			
110245	Vacant.												
110246	Vacant.												
110247	Vacant.												

H.—*Table showing the adjustment of the rates of pay per mile on railroad routes in States and Territories in which the contract term expired June 30, 1897, and also on certain new routes in other States and Territories, etc.*—Continued.

No. of route.	State and termini.	Corporate title of company.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail car or apartment.	Average trips per week.	Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Annual rate of pay for transportation.	Annual rate of pay for r. p. o. cars.	Weighed for 30 days from October 7, 1896, unless otherwise noted.	Remarks.
	PENNSYLVANIA—cont'd.		*Miles.*	*Pounds.*		*Feet and inches.*		*Dollars*	*Dols.*	*Dollars.*	*Dollars.*		
110248	Vacant.												
110249	Vacant.												
110250	Vacant.												
110251	York, Porters Siding.	Western Maryland R. R. Co.	16.13	190	29	no apt.....	15	42.75	.....	689.55	.....	.....	
110252	Vacant.												
110253	Shippensburg, Pa., Edgemont, Md.	.....do.....	33.82	120	25	.....do	12.19	42.75	.....	1,445.80	.....	.....	Covers 113021.
110254	Vacant.												
110255	Vacant.												
110256	Anita, Punxsutawney	Pennsylvania and Northwestern R. R. Co.	4.74	141	14	.....do	15	42.75	.....	202.69	.....	.....	
110257	Vacant.												
110258	Philadelphia (52d street), Cynwyd.	Pennsylvania R. R. Co.	2.10	119	18	.....do	25	42.75	.....	89.77	.....	.....	
110259	Vacant.												
110260	York, State Line (n. o.)	York Southern R. R. Co.	34.98	557	20	apt. 12 by 7, 2 1.....	24	65.84	.....	2,303.08	.....	.....	Formerly part of 113024.
110261	Vacant.												
110262	Vacant.												
110263	Vance Mill Junction (n. o.), West Leisenring.	Pennsylvania R. R. Co.	2.53	33	21	apt. 22 by 9, 2 1.....	12	42.75	.....	108.15	.....	.....	
110264	Reading, Adamstown.	Reading and Southwestern Street Rwy. Co.	13.68	128	8	no apt.....	12	42.75	.....	584.82	.....	.....	
110265	Vacant.												
110266	Vacant.												
110267	Vacant.												
110268	Vacant.												
110269	Vacant.												

110270	Morrisons, AFDel.....	Wilmington and Philadelphia and Pennsylvania Rwy. Co.											
110271	Kaylor Junction (n. o.), Vintondale.	Pennsylvania R. R. Co.	17.88	189	14	apt. 15.3 by 9.2, 1 l. over part of route.	16.58	42.75	.....	764.37	.....	.....	Covers part of 110087.
110272	Vacant.												
110273	Vacant.												
110274	Vacant.												
110275	Vacant.												
110276	Vacant.												
110277	Unadjusted. No distance circular.												
110278	Stanley (n. o.), Helvetia.	Buffalo, Rochester and Pittsburg Rwy. Co.	2.01	35	15	no apt.....	12	42.75	.....	85.92	.....	.....	
110279	La Jose Junction (n. o.), La Jose.	Pennsylvania R. R. Co.	0.88	43	16	apt. 15.3 by 9.2, 2 l...	15	42.75	.....	87.62	.....	.....	Formerly part of 110182.
110280	Third and Berks street Station (Philadelphia), Tabor Junction (n. o.), (Philadelphia).	Philadelphia and Reading Rwy. Co.	4.30	4,081	22	apt. 20 by 8.5, 1½ l.....	21.76	157.32	.....	676.47	.....	.....	Formerly part of 110117.
110281	Strubles (n. o.), Pinegrove Mills.	Bellefonte Central R. R. Co.	4.18	44	23	no apt.....	12	42.75	.....	178.69	.....	.....	
		DELAWARE.											
112001	Wilmington, Delmar..	Philadelphia, Wilmington and Baltimore R. R. Co.	98.64	7,827	30	apt. 2½ l. Wilmington to Dover, and 1½ l. residue, 25 by 8.6.	28.28	200.93	.....	19,819.73	.....	.....	
112002	Vacant.												
112003	Clayton, Del., Oxford, Md.	.....do.....	54.89	1,498	26	apt. 2 l. Clayton to Easton; 9.6 by 6.9.	12	106.02	.....	5,819.43	.....	.....	
112004	Georgetown, Lewes...	.....do.....	15.24	772	30	apt. 2 l., 11.10 by 6.8...	12	75.24	.....	1,146.65	.....	.....	
112005	Wilmington, Del., Landenburg, Pa.	Baltimore and Ohio R. R. Co.	19.80	206	23	apt. 1 l., 8.2 by 8.9.....	13.96	42.75	.....	846.45	.....	.....	
112006	Harrington, Del., Franklin City, Va.	Philadelphia, Wilmington and Baltimore R. R. Co.	78.30	887	19	apt. 2 l. Harrington to Georgetown, 11. residue, 11.11 by 6.7.	10.40	80.87	.....	6,292.97	.....	.....	
112007	Newark, Delaware City.	.....do.....	12.61	771	18	no apt.....	16.86	75.24	.....	948.77	.....	.....	
		MARYLAND.											
113001	Philadelphia, Pa., Washington, D. C.	Philadelphia, Wilmington and Baltimore R. R. Co.	137.43	161,200	30	r. p. o. cars, 5 l., 60 by 8.7; authorized 3 l. 60 ft. and 2 l. 40 ft.; apt. 11. over various parts, 22.2 by 8 (av).	148.53	1,839.96	200	252,865.70	27,486.00	.....	

l.—Table showing the adjustment of the rates of pay per mile on railroad routes in States and Territories in which the contract term ... and also on certain new routes in other States and Territories, etc.—Continued.

No. of route.	State and termini.	Corporate title of company.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail car or apartment.	Average trips per week.	Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Annual rate of pay for transportation.	Annual rate of pay for r. p. o cars.	Weighed for 30 days from October 7, 1895, unless otherwise noted.	Remarks.
	MARYLAND—cont'd.		*Miles.*	*Pounds.*		*Feet and inches.*		*Dollars.*	*Dols.*	*Dollars.*	*Dollars.*		
113002	Baltimore, Md., Sunbury, Pa.	Northern Central Rwy. Co.	138.30	23,931	28	r. p. o. cars, 1 l. 60 ft.; authorized 1 l. 50 ft. apt. 2 l., Baltimore to Harrisburg; 3 l. Harrisburg to Selinsgrove, and 4 l. residue, 22.10 by 9 (av.).	49.58	372.78	40	51,555.47	5,524.40	.....	
113003	Baltimore, Md., Grafton, W. Va.	Baltimore and Ohio R. R. Co.	294.61	65,070	35.30	r. p. o. cars, 5 l. Baltimore to Washington, 4 l. thence to Cumberland, 3 l. thence to Grafton, 60 ft. by 9 ft.; authorized 4 l. 60 ft., 1 l. 40 ft. Baltimore to Washington, 4 l. 60 ft. thence to Cumberland, 3 l. 60 ft. hence to Grafton apt. over various parts 21 by 8.11.	62.52	812.25	225 200 150	239,296.97	54,770.00	.....	Curtailed to end at Grafton.
113004	Araby, Frederick	do	8.83	1,235	25.66	apt. 1 l. 16 by 9.	46.50	94.91	.....	863.50	.....	.....	
113005	Weverton, Hagerstown.	do	24.43	732	21.76	apt. 2 l. 5.9 by 5.6.	21	73.53	.....	1,796.33	.....	.....	
[illegible]	Baltimore, Hagers-	Western Maryland R. R. Co.	87.93	4,525	23.64	r. p. o. cars, 40 by 8.7 1 l.; authorized 1 l. 40 ft.; apt. 1 l. over route and 4 additional l. Baltimore to Glyndon, and 2 additional l. Glyndon to Union Bridge, 20 by 8.4.	24.51	164.16	25	14,434.58	2,189.50	.....	

[illegible]	Cambridge, Md., Seaford, Del.	Philadelphia, Wilmington and Baltimore R. R. Co.	[illegible]	[illegible]	18	apt., 1 l., 10.6 by 6.6...	6	70.11	2,357.09		
119069	Baltimore, Ocean City.	Baltimore, Chesapeake and Atlantic Rwy. Co.	131.53	333	14	apt., 1 l., Claiborne to Berlin, 11.8 by 7.6 (av.).	9.12	52.16	6,860.60		
113010	Townsend, Del., Centerville, Md.	Philadelphia, Wilmington and Baltimore R. R. Co.	35.21	787	26	apt., 2 l., 11.10 by 6.8.	12	76.10	2,679.48		
113011	Cumberland, Md., Piedmont, W. Va.	Cumberland and Pennsylvania R. R. Co.	33.78	1,123	20.28	apt., 2 l., 11.6 by 6.11.	12	90.63	3,061.48		
113012	Clayton, Del., Charlestown, Md.	Baltimore and Delaware Bay R. R. Co.	32.52	771	18	apt., 1 l., 11.2 by 6.3..	6	75.24	2,446.80		
113013	Brandywine, Mechanicsville.	Washington and Potomac R. R. Co.	20.18	305	14.83	no apt.....	6	49.59	1,000.72		
113014	Bowie. Popes Creek...	Philadelphia, Wilmington and Baltimore R. R. Co.	48.84	892	24.13	apt., 1 l., 10.6 by 6.6..	12	80.37	3,925.27		Covers 113034.
113015	Delmar, Del., Cape Charles, Va.	New York, Philadelphia and Norfolk R. R. Co.	95.12	3,090	29	apt., 1 l., 22.3 by 8.6..	13.4	143.64	13,663.03		Extended to cover part 112062.
113016	Vacant.										
113017	Baltimore substation 203 (St. Denis), Washington Junction (n. o.).	Baltimore and Ohio R. R. Co.	59.60	1,890	28.29	apt. 21 by 8.11, 2 l. over route and additional over portions.	23.95	123.12	7,337.95		
113018	Baltimore substation 208 (Lake Roland), Garrison.	Northern Central Rwy. Co.	8.23	80	21.60	no apt.....	12	42.75	351.83		
113019	Emmitsburg, Rocky Ridge.	Emmitsburg R. R. Co.	7.32	216	14	.....do	13.98	43.61	319.22		
113020	Glyndon. Highfield...	Western Maryland R. R. Co.	74.11	1,115	23.32	apt., 2 l., 20 by 8.4....	16.09	89.78	6,653.59		
113021	Vacant.										
113022	Vacant.										
113023	Vacant.										
113024	State Line (n. o.), Baltimore.	Baltimore and Lehigh Rwy. Co.	42.90	966	17.92	apt., 2 l., 13.2 by 7.4...	16.67	83.79	3,594.59		Termini reversed.
113025	Vacant.										
113026	Loudon Park (n. o.), Baltimore, Station G (Catonsville).	Philadelphia, Wilmington and Baltimore R. R. Co.	3.88	79	16.88	no apt.....	12	42.75	165.87		Discontinued from Aug. 9, 1897.

H.—*Table showing the adjustment of the rates of pay per mile on railroad routes in States and Territories in which the contract term expired June 30, 1897, and also on certain new routes in other States and Territories, etc.*—Continued.

No. of route.	State and termini.	Corporate title of company.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail car or apartment.	Average trips per week.	Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Annual rate of pay for transportation.	Annual rate of pay for r. p. o. cars.	Weighed for 30 days from October 7, 1896, unless otherwise noted.	Remarks.
	MARYLAND—cont'd.												
			Miles.	*Pounds.*		*Feet and inches.*		*Dollars.*	*Dols.*	*Dollars.*	*Dollars.*		
113027	Park Junction (n. o.), Philadelphia, Pa., Baltimore (Camden Street Station), Md.	Baltimore and Ohio R. R. Co.	98.30	22,967	30.27	r. p. o. cars 2 l., 60 by 9; authorized 1 l. 60 ft. and 1 l. 40 ft.; apt., 1 l., 25 by 8 between Twenty-fourth and Chestnut streets, Philadelphia, and Baltimore (Camden Street Station).	53.57	362.52	75	35,635.71	7,372.50	.....	
113028	Baltimore, Annapolis.	Baltimore and Annapolis Short Line R. R. Co.	26.22	574	24.20	no apt.....	25	66.69	.....	1,748.61	.....	.....	
113029	Canton Junction (n. o.), Baltimore, Station K. (Sparrows Point).	Northern Central Rwy. Co.	8.13	191	20.64	.....do	34	42.75	.....	347.55	.....	.....	
113030	Vacant.												
113031	Vacant.												
113032	Hagerstown, Md., Cherry Run, W. Va.	Western Maryland R. R. Co.	19.76	1,297	23.67	apt., 1 l., 40 by 8.7....	15	97.47	.....	1,926.00	.....	.....	
113033	Vacant.												
113034	Vacant.												
113035	Vacant.												
113036	Sixth street and Pennsylvania avenue, NW., Station F., D. C.	Capital Traction Co.	3.16	488	.....	no apt.....	36.50	63.27	.....	146.78	.....	.....	Pay from Apr. 6 to June 30, 1896.
113037	Vacant.												
113038	Peninsular Junction, Crisfield.	New York, Philadelphia and Norfolk R. R. Co.	16.34	1,100	18	apt., 1 l., 25 by 8.6....	12	89.78	.....	1,467.60	.....	.....	New. Formerly part of 112002.

VIRGINIA.

114001	Quantico Junction (n.o.), Richmond.	Richmond, Fredericksburg, and Potomac R. R. Co.	81.20	29,850	33	r. p. o. 60 by 8.11, 1 l.; 50 by 8.11, 2 l. (authorized 1 l. 60 ft. and 2 l. 50 ft., 81.20 m.); apt. 29.10 by 9.1, 1 l.	27	542.93	130	44,085.91	10,556.00	.....	
114002	Washington, D. C., Danville Junction (n.o.), Va.	Southern Rwy. Co...	238.20	80,031	36	r. p. o. 60 by 9, 3 l.; 50 by 9, 1 l.; 40 by 9, 1 l. (authorized 3 l. 60 ft., 1 l. 50 ft., 1 l. 40 ft. (238.20 m.); apt. 18.1 by 8.6 (av.), W. O. and W. Jct. (n.o.) to Manassas.	24.23	972.14	215	231,563.74	51,213.00	.....	Covers 114016.
114003	Manassas, Harrisonburg.	.....do.....	113.72	1,746	23	apt. 15.3 by 7, 2 l.....	12	117.14	.....	13,321.16	.....	.....	Covers 114058.
114004	Alexandria, Round Hill.	.....do.....	50.17	1,369	22	apt. 21 by 8.5, 2 l.....	25.84	100.89	.....	5,061.65	.....	.....	
114005	Fortress Monroe, Gordonsville.	Chesapeake and Ohio Rwy. Co.	160.68	4,758	25	apt. 22.6 by 8.7 (av.) 1 l. Newport News to Gordonsville.	16.81	166.73	.....	26,790.17	.....	.....	Route curtailed.
114006	Richmond, Danville Junction (n.o.).	Southern Rwy. Co...	140.00	3,910	30	r. p. o. 50 by 9, 1 l. (not authorized); apt. 20 by 9, 1 l.	14	154.76	.....	21,666.40	.....	.....	
114007	Richmond, West Point	.....do.....	39.23	794	28	apt. 9.6 by 8, 1 l.....	6.50	76.10	.....	2,985.40	.....	.....	
114008	Richmond, Petersburg	Richmond and Petersburg R. R. Co.	22.91	35,737	36	r. p. o. 60 by 8.11, 1 l.; 50 by 8.11, 1 l. (authorized 1 l. 60 and 1 l. 50 ft. 22.45 m.); apt. 29.10 by 9.1, 1 l.	40.50	499.32	90	11,489.42	2,020.50	.....	
114009	Petersburg, Va., Weldon, N. C.	Petersburg R. R. Co.	61.63	29,712	36	r. p. o. 60 by 8.11, 1 l.; 50 by 8.11, 1 l. (authorized 1 l. 60 and 1 l. 50 ft., 61.39 m.); apt. 29.10 by 9.1, 1 l.	21	484.84	90	26,768.37	5,535.10	.....	
114010	Petersburg, City Point	Norfolk and Western Rwy. Co.	10.55	25	18	no apt.....	6	42.75	.....	451.01	.....	.....	
114011	Norfolk, Lynchburg..	.....do.....	204.48	3,733	32	apt. 24 by 8.11, 1 l....	16.79	152.19	.....	31,119.81	.....	.....	
114012	Bluestone Junction (n. o.), Pocahontas.	.....do.....	1.58	184	25	no apt.....	28	42.75	.....	67.54	.....	.....	
114013	Lynchburg, Va., Bristol, Tenn.	.....do.....	204.21	9,902	28	r. p. o. 40 by 9, 2 l. (authorised), 203.89 m.	14	223.16	50	45,571.50	10,194.50	.....	
114014	Gladespring, Saltville.	.....do.....	9.49	226	14	no apt.....	14	44.46	.....	421.92	.....	.....	
114015	Portsmouth, Va., Weldon, N. C.	Seaboard and Roanoke R. R. Co.	78.66	1,634	28	apt. 23.7 by 8, 1 l.....	14	112.01	.....	8,810.70	.....	.....	
114016	Vacant.												
114017	Bermuda Hundred, Farmville.	Farmville and Powhatan R. R. Co.	90.71	159	9	apt. 7.4 by 5.3, 1 l, Moseleys Junction and Farmville.	6	42.75	.....	3,877.85	.....	.....	

H.—*Table showing the adjustment of the rates of pay per mile on railroad routes in States and Territories in which the contract term expired June 30, 1897, and also on certain new routes in other States and Territories, etc.*—Continued.

No. of route.	State and termini.	Corporate title of company.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail car or apartment.	Average trips per week.	Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Annual rate of pay for transportation.	Annual rate of pay for r. p. o. cars.	Weighed for 30 days from October 7, 1896, unless otherwise noted.	Remarks.
	VIRGINIA—continued.		*Miles.*	*Pounds.*		*Feet and inches.*		*Dollars.*	*Dols.*	*Dollars.*	*Dollars.*		
114018	Vacant.												
114019	Vacant.												
114020	Fredericksburg, Orange.	Potomac, Fredericksburg and Piedmont R. R. Co.	38.14	540	14	apt. 7.5 by 7.2, 1 l.....	6	65.84	.....	2,511.13	.....	.....	
114021	Hagerstown, Md., Roanoke, Va.	Norfolk and Western Rwy. Co.	239.57	3,095	30	apt. 20 by 8.11, 2 l., Hagerstown and Shenandoah 1 l. res.	9.74	143.64	.....	34,411.83	.....	.....	
114022	Elba, Rocky Mount...	Southern Rwy. Co...	37.30	144	12	apt. 12 by 9, 1 l.....	6	42.75	.....	1,594.57	.....	.....	
114023	Richmond, Cliftonforge.	Chesapeake and Ohio Rwy. Co.	230.80	1,071	24	apt. 20.2 by 9, 1 l.....	8.46	88.07	.....	20,326.55	.....	.....	
114024	Calverton, Warrenton	Southern Rwy. Co...	9.16	586	22	no apt.....	27	67.55	.....	618.75	.....	.....	
114025	Vacant.												
114026	Norfolk, Va., Edenton, N. C.	Norfolk and Southern R. R. Co.	75.30	1,784	24	apt. 20 by 9, 1 l.....	12	116.28	.....	8,755.88	.....	.....	
114027	Vacant.												
114028	Danville, Stuart.....	Danville and Western Rwy. Co.	76.09	267	16	apt. 12 by 8, 1 l.....	10.09	53.87	.....	4,098.96	.....	.....	
114029	Balcony Falls, Lexington.	Chesapeake and Ohio Rwy. Co.	21.59	446	16	no apt.....	13.50	59.85	.....	1,292.16	.....	.....	
114030	Suffolk, Va., Woodley, N. C.	Suffolk and Carolina Rwy. Co.	36.85	78	13	apt. 9.3 by 5.11, 1 l....	6	42.75	.....	1,575.33	.....	.....	
114031	Vacant.												
114032	Keysville, Va., Durham, N. C.	Southern Rwy. Co...	88.38	443	26	apt. 20.3 by 8.11, 1 l...	8.04	59.85	.....	5,283.55	.....	.....	
114033	East Radford, Va., Kenova, W. Va.	Norfolk and Western Rwy. Co.	267.65	1,533	24	apt. 20 by 8.11, 1 l. to Bluefield, 3 l. thence to Graham, 2 l. thence to Lindsey.	12.76	107.73	.....	28,833.93	.....	.....	
114034	Claremont, Belfield ...	Atlantic and Danville Rwy. Co.	55.18	104	14	no apt.....	6	42.75	.....	2,358.94	.....	.....	
114035	Norfolk, Virginia Beach.	Norfolk, Virginia Beach and Southern R. R. Co.	17.80	228	23	.....do.....	12	42.75	.....	760.19	.....	.....	

		Rwy. Co.												
114042	Norfolk, Danville.....	Atlantic and Danville Rwy. Co.	208.03	651	26	apt. 18.4 by 8.9, 1 l....	7.32	70.11	.....	14,584.98	.....	.....		
114043	Graham, Norton	Norfolk and Western Rwy. Co.	100.72	1,385	23	apt. 20 by 8.11, 1 l.....	7	101.75	.....	10,248.26	.....	.....		
114044	Lynchburg, Va., Durham, N. C.	.....do.....	117.25	659	35	apt. 19.6 by 8.10, 1 l....	6.50	70.11	.....	8,220.39	.....	.....		
114045	Scotland. Wakefield Station.	Surry, Sussex and Southampton Rwy.	12.92	110	14	no apt.....	6	42.75	.....	851.58	.....	.....		
114046	Coalton (n. o.), Winterpock.	Farmville and Powhatan R. R. Co.	3.01	48	14	.....do	6	42.75	.....	128.67	.....	.....		
114047	Norfolk, Va., Tarboro, N. C.	Norfolk and Carolina R. R. Co.	102.35	1,255	28	r. p. o. 50 by 8.11, 1 l., not authorized.	6	95.76	.....	9,801.03	.....	.....		
114048	Not weighed; summer service.													
114049	Do.													
114050	Washington, D. C., Huntington, W. Va.	Chesapeake and Ohio Rwy. Co.	438.46	20,500	32	r. p. o. 50 by 9, 2 l. (authorized), 438.05 m.	27.85	336.02	80	147,331.32	35,044.00	.....	Covers part of 114005 and all of 114025.	
114051	Norton, Va., Cumberland Gap, Tenn.	Louisville and Nashville R. R. Co.	70.74	785	11	apt. 16 by 8.9, 1 l.....	7	76.10	.....	5,383.31	.....	.....		
114052	Reed Island Junction (n. o.), Sylvatus.	Norfolk and Western Rwy. Co.	10.98	67	10	no apt.....	6	42.75	.....	469.39	.....	.....		
114053	Bessemer, Craig City..	Chesapeake and Ohio Rwy. Co.	26.42	180	13	.....do	6	42.75	.....	1,129.45	.....	.....		
114054	Covington, Hot Springs.	.....do.....	25.01	496	21	.....do	14	62.42	.....	1,561.12	.....	.....		
114055	Roanoke, Va., Winston, N. C.	Norfolk and Western Rwy. Co.	122.20	409	26	apt. 20 by 8.11, 1 l.....	7	57.29	.....	7,000.83	.....	.....		
114056	Washington, D. C., Quantico Junction (n. o.), Va.	Philadelphia, Wilmington and Baltimore R. R. Co.	34.19	40,392	27	r. p. o. 60 by 8.11, 1 l.; 50 by 8.11, 2 l. (authorized), 34.19 m.; apt. 29.10 by 9.1, 1 l.	39	548.91	139	18,767.23	4,444.70	.....		
114057	Elkton, Bridgewater..	Chesapeake and Western R. R. Co.	27.87	386	16	no apt.....	6	55.58	.....	1,549.01	.....	.....		
114058	Vacant.													
114059	Harrisonburg, Lexington.	Valley R. R. Co. of Virginia.	62.58	847	17	apt. 25.5 by 9, 1 l.....	15.48	78.66	.....	4,918.90	.....	.....		
	WEST VIRGINIA.													
116001	Harpers Ferry, W. Va., Brockett, Va.	Baltimore and Ohio R. R. Co.	51.11	1,439	24.70	apt. 31. Harpers Ferry to Winchester, 2 l. residue, 21 by 8.11.	15.76	103.48	.....	5,287.84	.....	.....		

H.—*Table showing the adjustment of the rates of pay per mile on railroad routes in States and Territories in which the contract ... and also on certain new routes in other States and Territories, etc.*—Continued.

No. of route.	State and termini.	Corporate title of company.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail car or apartment.	Average trips per week.	Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Annual rate of pay for transportation.	Annual rate of pay for r. p. o. cars.	Weighed for 30 days from October 7, 1896, unless otherwise noted.	Remarks.
	WEST VIRGINIA—cont'd.		*Miles.*	*Pounds.*		*Feet and inches.*		*Dollars.*	*Dols.*	*Dollars.*	*Dollars.*		
116002	Grafton, Parkersburg	Baltimore and Ohio R. R. Co.	103.74	44,101	28.52	r. p. o. cars, 3 l., 60 by 9; authorized 3 l. 60 ft. 103.31 m.; apt. 1 l., 21 by 9.	27.73	588.24	150	61,024.01	15,496.50	.....	
116003	Charleston, Clay.....	Charleston, Clendennin and Sutton R. R. Co.	51.24	149	15.33	no apt.....	6	42.75	.....	2,190.51	.....	.....	Extended to cover 116027.
116004	Pennsboro, Harrisville.	Pennsboro and Harrisville Ritchie County Rwy. Co.	9.28	254	11.43	.....do	12	46.17	.....	428.45	.....	.....	
116005	Wheeling Junction (n. o.), Wheeling.	Pittsburg, Cincinnati, Chicago and St. Louis Rwy. Co.	24.45	3,836	.....	apt. 1 l., 19.2 by 9.3 ..	34	147.06	.....	3,595.61	.....	.....	
116006	Flatwoods, Sutton....	West Virginia and Pittsburg R. R. Co.	6.00	211	18.44	apt. 2 l., 20.2 by 8.10 ..	12	42.75	.....	256.50	.....	.....	Route curtailed.
116007	Thomas, Davis.....	West Virginia Central and Pittsburg Rwy. Co.	6.45	199	15.55	no apt.....	26	42.75	.....	275.73	.....	.....	
116008	Winifrede Junction (n. o.), Winifrede.	Winifrede R. R. Co..	4.88	88	9.80	.....do	15	42.75	.....	208.62	.....	.....	
116009	Hendricks, Horton...	Dry Fork R. R. Co ..	31.33	86	12.56	.....do	6	42.75	.....	1,339.35	.....	.....	
116010	Point Pleasant Junction (n. o.), Ohio, Gauley Bridge, W. Va.	Kanawha and Michigan Rwy. Co.	95.37	781	.....	apt. 1 l., 20.6 by 9.2...	13.73	76.10	.....	7,257.65	.....	.....	Restated, and covers 116020.
116011	Weston, Pickens.....	West Virginia and Pittsburg R. R. Co.	50.99	658	18.10	apt. 1 l. over route and 1 additional between Weston and Buckhannon 20.2 by 8.10.	7.91	70.11	.....	3,574.90	.....	.....	
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	16.20	apt. 1 l., 11 9 by 8.10...	12	70.11	.....	2,915.87	.....	.....	

116012	*Wheeling, Kenova....*	*Ohio River R. R. Co..*	*223.72*	*3,254*	*20.50*	apt. 2 l., 25 by 9.....	20.65	145.35	.....	32,517.70	.....	.....	
116014	Green Spring, Romney	*Baltimore and Ohio* R. R. Co.	*16.61*	*205*	*17.88*	*no apt*.....	13	47.03	.....	781.10	.....	.....	Covers 116039.
116015	Benwood Junction (n. o.), Wheeling.	.....do.....	4.92	11,282	14	apt. 4 l., 25 by 8.9.....	56	227.69	.....	1,169.43	.....	.....	
116016	Coopers, Goodwill....	Norfolk and Western Rwy. Co.	7.91	191	15.05	no apt.....	11.18	42.75	.....	338.15	.....	.....	
116017	Connellsville, Pa., Fairmont, W. Va.	Baltimore and Ohio R. R. Co.	70.85	1,577	23.29	apt. 21., 25.3 by 9	13.45	109.44	.....	7,753.82	.....	.....	Covers 110240.
116018	Cairo, Macfarlan	Cairo and Kanawha Valley R. R. Co.	15.85	232	13.22	no apt.....	12	44.46	.....	704.69	.....	.....	
116019	Cumberland, Md., Beverly, W. Va.	West Virginia Central and Pittsburg Rwy. Co.	120.18	1,873	22.62	apt. 2 l. Cumberland to Elkins, 1 l. residue, 12.4 by 8.11 (av.).	12	100.89	.....	12,134.96	.....	.....	
116020	Vacant.												
116021	Tunnelton, Kingwood.	Tunnelton, Kingwood and Fairchance R. R. Co.	11.45	257	8.65	no apt.....	12	46.17	.....	528.64	.....	.....	
116022	Cedargrove, Mammoth	Kellys Creek Improvement Co.	5.16	59	14.65	.....do	12	42.75	.....	220.59	.....	.....	
116023	Brosius, Berkeley Springs.	Baltimore and Ohio R. R. Co.	6.90	215	19	.....do	12	43.61	.....	300.90	.....	.....	
116024	Millwood, Jackson....	Ripley and Mill Creek Valley R. R. Co.	13.45	321	16.57	.....do	12	51.30	.....	689.98	.....	.....	
116025	Harrison (n. o.), Elk Garden.	West Virginia Central and Pittsburg Rwy. Co.	7.31	73	10.97	.....do	12	42.75	.....	312.50	.....	.....	
116026	Sewell, Cliff Top.....	Longdale Iron Co...	9.00	65	13.34	.....do	6	42.75	.....	384.75	.....	.....	
116027	Vacant.												
116028	Fairmont, Clarksburg.	Monongahela River R. R. Co.	33.44	783	22.20	apt. 2 l., 12 by 6.9.....	12	76.10	.....	2,544.78	.....	.....	
116029	New Cumberland Junction (n. o.), New Cumberland.	Pittsburg, Cincinnati, Chicago and St. Louis Rwy. Co.	7.74	329	.....	no apt.....	21	51.30	.....	397.06	.....	.....	
116030	Vacant.												
116031	Vacant.												
116032	Ravenswood, Spencer.	Ravenswood, Spencer and Glenville Rwy. Co.	33.63	472	15.06	apt. 1 l., 4.2 by 8.....	6	61.56	.....	2,070.26	.....	.....	
116033	Belington, Elkins Junction (n. o.).	West Virginia Central and Pittsburg Rwy. Co.	16.49	548	21.85	apt. 1 l., 12 by 9.....	6	65.84	.....	1,085.70	.....	.....	
116034	Clarksburg, Lanes Bottom.	West Virginia and Pittsburg R. R. Co.	103.96	835	16.77	apt. 1 l. over route and 1 additional Clarksburg to Weston, 20.2 by 8.10.	7.50	80.37	.....	8,356.87	.....	.....	Covers part 116006.
116035	Terminal Junction (n. o.), Ohio, Wheeling, W. Va.	Wheeling Bridge and Terminal Rwy. Co.	4.90	634	.....	apt. 1 l., 22.6 by 9.....	12	69.26	.....	339.37	.....	.....	

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	WEST VIRGINIA—cont'd.												
			Miles.	*Pounds.*		*Feet and inches.*		*Dollars.*	*Dols.*	*Dollars.*	*Dollars.*		
116036	Mount Carbon, Powellton.	Powellton and Pocahontas Rwy. Co.	5.01	62	18.22	no apt.....	12	42.75	.....	214.17	.....	.....	
116037	Vacant.												
116038	Coalburg, Acme	Chesapeake and Ohio Rwy. Co.	14.19	55	10.11	.....do	6	42.75	.....	606.62	.....	.....	
116039	Vacant.												
116040	Thurmond, Macdonald	.....do.....	9.61	164	10.20	.....do	12	42.75	.....	410.82	.....	.....	
116041	North Fork Junction (n. o.), Ashland.	Norfolk and Western Rwy. Co.	6.13	86	9.67	.....do	10.50	42.75	.....	262.05	.....	.....	
116042	Grafton, W. Va., Bellaire, Ohio.	Baltimore and Ohio R. R. Co.	96.20	14,038	26.98	apt. 2 l., 25.8 by 8.9....	28.13	266.76	.....	21,814.31	.....	.....	New from July 1, 1897; formerly part of 113003.
	NORTH CAROLINA.												
113001	Weldon, Raleigh.....	Raleigh and Gaston R. R. Co.	96.01	4,067	30	apt. 21.3 by 9 (av.), 2 l.	14	157.32	.....	15,113.73	.....	1896. April 1	
113003	Wilmington, Rutherfordton.	Carolina Central R. R. Co.	268.17	1,267	31	apt. 25.3 by 9.1 (av.); 1 l. Wilmington to Hamlet; 2 l. Hamlet to Charlotte; 1 l. residue.	11.09	96.62	.....	25,904.78	.....	....do ...	
113010	Raleigh, Hamlet.....	Raleigh and Augusta Air Line R. R. Co.	96.60	3,316	13	apt. 25.3 by 9.1 (av.), 2 l.	14	146.21	.....	14,132.65	.....	....do ...	
113025	Louisburg, Franklinton.	Raleigh and Gaston R. R. Co.	10.45	221	10	no apt.....	12	43.61	.....	455.72	.....	....do ...	
113029	Moncure, Pittsboro...	Raleigh and Augusta Air Line R. R. Co.	12.36	125	17	.....do	12	42.75	.....	528.39	.....	....do ...	
113033	Boykins, Va., Lewiston, N. C.	Seaboard and Roanoke R. R. Co.	35.62	366	15	apt. 8 by 6.11, 1 l.....	13.37	53.87	.....	1,918.84	.....	....do ...	
	Hamlet, Gibson Sta-	Raleigh and Augusta Air Line R. R. Co.	10.07	84	11	no apt.....	6	42.75	.....	430.49	.....	....do ...	

118038	Monroe, N. C., Clinton, S. C.	Georgia, Carolina and Northern Rwy. Co.	91.02	2,589	14	apt. 12 by 6.8, 2 l.	14	135.95		12,374.16		do	
118041	Henderson, Durham	Durham and Northern Rwy. Co.	41.51	275	22	apt. 14.8 by 8.10, 1 l.	9	47.88		1,987.49		do	
118045	Hamlet, N. C., Cheraw, S. C.	Raleigh and Augusta Air Line R. R. Co.	18.52	88	18	no apt.	6	42.75		791.73		do	
118051	Pendleton, Murfreesboro.	Seaboard and Roanoke R. R. Co.	6.36	85	18	do	6	42.75		271.89		do	
	GEORGIA.												
121071	Clinton, S. C., Atlanta, Ga.	Georgia, Carolina and Northern Rwy. Co.	181.88	3,200	29	apt. 12 by 6.8, 2 l.	14	145.85		26,436.25		do	
121019	Barnesville, Thomaston.	Central of Georgia Rwy. Co.	16.85	263	12	no apt.	12	47.03		792.45		Feb. 26	Corrected returns.
	FLORIDA.												
123036	Jacksonville, Mayport.	Jacksonville, Mayport, Pablo Rwy. and Navigation Co.	25.00	110	15	no apt.	6	42.75		1,068.75		Feb. 26	
123039	Green Cove Springs, Melrose.	Southwestern R. R. Co.	34.02	77	21	do	6	42.75		1,454.38		do	Discontinued from Nov. 2, 1896.
123054	West Palm Beach Junction (n. o.), Miami.	Florida East Coast Rwy. Co.	68.06	1,183	28	apt. 17.9 by 7.8, 1 l.	6	93.20		6,343.19		1897. Mar. 12	67.53 m. from June 15, 1896, to Feb. 7, 1897; 67.85 m. from Feb. 8 to Mar. 31, 1897; 68.06 m., from Apr. 1, 1897.
	ALABAMA.												
124047	Gadsden, Attalla	Nashville, Chattanooga and St. Louis Rwy.	6.21	34	24	no apt.	6	42.75		265.47		Mar. 17	New from July 1, 1896.
	OHIO.												
131142	Middletown, Hagerman Station.	Middletown and Cincinnati R. R. Co.	11.91	82	22	no apt.	9.62	42.75		509.15		1896. Oct. 7	New from Mar. 16, 1896.
	MICHIGAN.												
137015	Monroe, Ludington	Flint and Pere Marquette R. R. Co.	284.73	4,991	28.21	r. p. o. cars, 1 l. 45 ft. Plymouth Junction to Saginaw East Side run and authorized; apt. 20.8 by 9 (av.), 1 l. over various parts route.	17.13	170.15 196.12	30	37,511.26	2,460.30	Mar. 25	Adjusted from July 1, 1896; land grant, Flint to Ludington, 171.35 miles.

H.—*Table showing the adjustment of the rates of pay per mile on railroad routes in States and Territories in which the contract term expired June 30, 1897, and also on certain new routes in other States and Territories, etc.*—Continued.

No. of route.	State and termini.	Corporate title of company.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail car or apartment.	Average trips per week.	Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Annual rate of pay for transportation.	Annual rate of pay for r. p. o. cars.	Weighed for 30 days from October 7, 1896, unless otherwise noted.	Remarks.
	MICHIGAN—continued.		*Miles.*	*Pounds.*		*Feet and inches.*		*Dollars.*	*Dols.*	*Dollars.*	*Dollars.*		
137016	Stanton Junction (n.o.), Big Rapids.	Detroit, Lansing and Northern R. R. Co.	64.00	1,613	24.65	apt. 1 l. 19.10 by 9....	12	111.15	.....	7,113.60	.....	1896. Mar. 25	Adjusted from July 1, 1896.
137017	Detroit, Howard.....	.....do.....	166.40	5,333	36.33	apt. 3 l. over part and 2 l. over other parts, 20.1 by 9 (av.).	16.61	174.42 57.29	.....	28,034.90	.....	....do ...	Adjusted from July 1, 1896; lap service between Redford Junction (n. o.) and Delray 8.44 miles over route 137102.
137018	Fort Wayne, Ind., Mackinaw, Mich.	Grand Rapids and Indiana Rwy. Co.	368.03	3,527	25.89	apt. over parts of route, 22.6 by 8.11 (av.).	16.62	119.69 149.62	.....	45,121.59	.....	....do ...	Adjusted from July 1, 1896; land grant Fort Wayne, Ind., to Petoskey, Mich., 332.21 miles.
137022	Big Rapids, Holland..	Chicago and West Michigan Rwy. Co.	91.63	1,075	17.57	apt. 1 l. 14.4 by 8.10...	19.71	88.07	.....	8,069.85	.....	....do ...	Adjusted from July 1, 1896.
137025	Saginaw, East Side, Port Huron.	Flint and Pere Marquette R. R. Co.	90.54	994	29.03	apt. 1 l. 22 by 9	12	84.65	.....	7,664.21	.....	....do ...	Do.
137026	Grand Rapids, Petoskey.	Chicago and West Michigan Rwy. Co.	226.44	2,194	27.23	apt. 1 l. over route and 1 additional l. over part, 14.7 by 8.10 (av.).	10.22	130.82	.....	29,622.88	.....	....do ...	Route curtailed and extended to cover 137096.
137031	Emery Junction (n. o.), Bay City.	Detroit and Mackinac Rwy. Co.	48.97	2,599	29	apt. 1 l. 13.11 by 8.11 (av.).	13	135.95	.....	6,657.47	.....	1897. Mar. 17	New and adjusted from October 26, 1896.
137041	Saginaw East Side, Howard.	Detroit, Lansing and Northern R. R. Co.	80.85	1,207	25.53	apt. 1 l. 15.4 by 8.10...	12	94.05	.....	7,603.94	.....	1896. Mar. 25	Adjusted from July 1, 1896; covers part route 137030.
137042	Port Huron, Grindstone City.	Flint and Pere Marquette R. R. Co.	93.45	1,352	24.34	apt. 1 l. 15.6 by 7.6....	12	100.04	.....	9,348.73	.....	....do ...	Adjusted from July 1, 1896, covers route 137106.
137043	Coleman, Mount Pleasant.	.....do.....	15.12	372	18.94	no apt.....	12	84.72	.....	827.36	.....	....do ...	Adjusted from July 1,

137049	Saginaw East Side, Saginaw West Side.	....do.....	5.15	529	19.05	no apt.....	35	77.81	.....	367.63	.....	....do ...	Do.
137060	Port Huron, Almont..	.....do.....	34.60	329	16.55	.....do	12	51.30	.....	1,774.98	.....	....do ...	Do.
137061	Palm Station, Sand Beach.	.....do.....	18.95	305	20.05	.....do	12	49.59	.....	939.73	.....	....do ...	Do.
137076	Owosso, Muskegon...	Toledo, Saginaw and Muskegon Rwy. Co.	118.74	864	25.43	apt. 1 l. 13.2 by 7.10...	6	{ 79.52 / 11.97	.....	7,969.60	.....	....do ...	Do. Lap service, Owosso to Ashley, 21.8 m., over route 137020.
137079	Grand Ledge, Grand Rapids.	Detroit, Lansing and Northern R. R. Co.	53.40	5,064	36.39	apt. 2 l. 24.6 by 9.....	18	171.00	.....	9,131.40	.....	Mar. 25 1897.	Adjusted from July 1, 1896.
137090	Jackson, Addison Junction (n. o.).	Cincinnati, Jackson and Mackinaw Rwy. Co.	18.69	1,234	.....	apt. 1 l. 22 by 9.4.....	15.50	94.91	.....	1,773.86	.....	Mar. 17	New and adjusted from May 25, 1896, to June 21, 1896, on 19.27 m., and on 18.69 m. from June 22, 1896.
137102	Plymouth Junction (n. o.), and Detroit.	Flint and Pere Marquette R. R. Co.	24.67	8,074	.....	r. p. o. cars, 1 l. 45 by 9; same authorized; apt. 1 l. 18 by 9.	25	{ 203.49 / 86.36 }	30	8,657.86	740.10	1896. Mar. 25	Adjusted from July 1, 1896; lap service Plymouth Junction to Redford Junction (n. o.), 11.63 miles over route 137017.
137104	Coleman and Beaverton.	.....do.....	10.95	25	12.35	no apt.....	6	42.75	.....	468.11	.....	....do ...	Adjusted from July 1, 1896.
		MINNESOTA.											
141043	Iron and Eveleth	Duluth, Missabe and Northern Rwy. Co.	5.15	103	16.08	no apt.....	6	42.75	.....	220.16	.....	1897. Mar. 17	New and adjusted from July 13, 1896.
		IOWA.											
143061	Fraser and Fraser Junction (n. o.).	Boone Valley Coal and Rwy. Co.	4.00	70	9.70	no apt.....	6	42.75	.....	171.00	.....	1897. Mar. 29	New and adjusted from Aug. 10, 1896.
		MISSOURI.											
145016	Atchison, Kans., and St. Joseph, Mo.	Missouri Pacific Rwy. Co.	22.26	162	22	no apt.....	7	6.84	.....	152.25	.....	....do ...	New and adjusted from Nov. 1, 1896; lap over route 145030.
145069	Cassville and Exeter..	Cassville and Western Rwy. Co.	4.60	327	12	.....do	17.50	51.30	.....	235.98	.....	1896. Nov. 11	Adjusted from Sept. 21, 1896.
145085	Lake Junction (n. o.) and Fernridge.	Missouri Pacific Rwy. Co.	9.02	97	20	.....do	13.16	42.75	.....	385.60	.....	1897. Mar. 17	New and adjusted from June 8, 1896.

H.—*Table showing the adjustment of the rates of pay per mile on railroad routes in States and Territories in which the contract term expired June 30, 1897, and also on certain new routes in other States and Territories, etc.*—Continued.

No. of route.	State and termini.	Corporate title of company.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail car or apartment.	Average trips per week.	Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Annual rate of pay for transportation.	Annual rate of pay for r. p. o. cars.	Weighed for 30 days from October 7, 1896, unless otherwise noted.	Remarks.
	MISSOURI—continued.		*Miles.*	*Pounds.*		*Feet and inches.*		*Dollars.*	*Dols.*	*Dollars.*	*Dollars.*	1897.	
145089	Brownwood and Zalma	Brownwood and Northwestern Rwy. Co.	8.81	140	10	no apt	12	42.75		376.62		Mar. 17.	New and adjusted from Apr. 13, 1896.
	LOUISIANA.											1896.	
149025	Mandeville, New Orleans.	East Louisiana R. R. Co.	30.31	222	9	no apt	7	43.61		1,321.81		Oct. 7	New from June 1, 1896.
149034	Simmesport, Bunkie	St. Louis, Avoyelles and Southwestern Rwy. Co.	27.33	400	11	do	7	56.43		1,542.23		1897. Mar. 17	New from Dec. 1, 1896.
149035	Junction (n. o.), Marksville.	do	9.03	176	11	do	7	42.75		386.03		do	Do.
	COLORADO.												
165061	Victor, Goldfield	Florence and Cripple Creek R. R. Co.	1.24	97	10	no apt	14	42.75		53.01		do	New from Feb. 1, 1897.
	ARIZONA.												
168011	Temple, Mesa	Maricopa and Phœnix and Salt River Valley R. R. Co.	8.79	182	14	no apt	13	42.75		375.77		do	New from June 15, 1896.
	UTAH.												
169020	Mammoth Junction (n. o.), Robinson.	Oregon Short Line and Utah Northern Rwy. Co.	1.76	72	13	no apt	7	42.75		75.24		do	New from Nov. 23, 1896.
	OREGON.												
173018	McEwen, Sumpter	Sumpter Valley Rwy. Co.	6.91	401	11	no apt	7	56.43		389.93		do	New from Nov. 30, 1896.
	CALIFORNIA.												
176092	Elsinore Junction (n. o.), Elsinore.	Southern California Rwy. Co.	2.48	125	24	no apt	12	42.75		106.02		do	New from June 15, 1896.

tice of mileage, increase in mileage, annual transportation, and cost of the railroad service from 1836 to June 30, 1897.

Date.	Length of routes.	Annual transportation.	Cost per annum.	Increase in length of routes.	Decrease in length of routes.
	Miles.	*Miles.*		*Miles.*	*Miles.*
6		*1, 878, 296			
7	974	*1, 793, 024	*$307, 444		
8		*2, 356, 852	*494, 123		
9		*2, 396, 055	*520, 602		
0		*3, 889, 053	*595. 353		
1		*3, 946, 450	*585, 843		
2	3, 091	*4, 424, 262	432, 568	2, 117	
3		*5, 092, 402	*733, 687		
	3, 714	(*)	531, 752	623	
4		*5, 747, 355	*802, 006		
5		*6, 484, 592	*843, 430		
	4, 092	(*)	587, 769		
6		*7, 781, 828	*870, 570		
	4, 402		587, 769	310	
7		4, 170, 408	597, 475		
	4, 735		597, 923	333	
8		4, 827, 400	584, 192		
	4, 957		587, 204	222	
9	5, 497	4, 861, 177	635, 740	540	
0	6, 886	6, 524, 593	818, 227	1, 389	
1	8, 255	8, 364. 503	985, 019	1, 369	
2	10, 146	11, 082, 768	1, 275, 520	1, 891	
3	12, 415	12, 986, 705	1, 601. 329	2, 269	
4	14, 440	15, 433, 389	1, 758, 610	2, 025	
5	18, 333	19, 202, 469	2, 073, 089	3, 893	
6	20, 323	21, 809, 296	2, 310, 389	1, 990	
7	22, 530	24, 267, 944	2, 559, 847	2, 207	
8	24, 431	25, 763, 452	2, 828, 301	1, 901	
9	26, 010	27, 268, 384	3, 243, 974	1, 579	
0	27. 129	27, 653, 749	3, 349, 662	1, 119	
1	16, 886	†5, 701, 093	†978, 910		6, 886
1	22, 018	23, 116, 823	2, 543, 709	1, 775	
2	21, 338	22, 777, 219	2, 498, 115		680
3	22, 152	22, 871, 558	2, 538, 517	814	
4	22, 616	23, 301, 942	2, 567, 044	464	
5	23, 401	24, 087, 568	2, 707, 421	785	
6	32, 092	30, 609. 467	3, 391, 592	‡8, 691	
7	34, 015	32, 437, 900	3, 812, 600	1, 923	
8	36, 018	34, 886, 178	4, 177, 126	2, 003	
9	39, 537	41, 399, 284	4, 723, 680	3, 519	
0	43, 727	47, 551, 970	5, 128, 901	4, 190	
1	49, 834	55, 557, 048	5, 724, 979	6, 107	
2	57, 911	62, 491, 749	6, 502, 771	8, 077	
3	63, 457	65, 621, 445	7, 257, 196	5, 546	
4	67, 734	72, 460, 545	9, 113, 190	4, 277	
5	70, 083	75, 154, 910	9, 216, 518	2, 349	
6	72, 348	77, 741, 172	9, 543, 134	2, 265	
	74, 546	85, 358, 710	§9, 053, 936	2, 198	
	77, 120	92, 120, 395	9, 566, 595	2, 574	
	79, 991	93, 092, 992	‖9, 067, 590	2, 871	
	85, 320	96, 497, 463	10, 498, 986	5, 329	
	91, 569	103, 521, 229	11, 613, 368	6, 249	
	100, 563	113, 995, 318	12, 753, 184	8, 994	
	110, 208	129, 198, 641	13, 887, 800	9, 645	
	117, 160	142, 541, 392	15, 012, 603	6, 952	
	121, 032	151, 910, 845	16, 627, 983	3, 872	
	123, 933	165, 699, 389	17, 336, 512	2, 901	
	130, 949	169, 689, 866	18, 056, 272	7, 016	
	143, 713	185, 485, 783	19, 524, 959	12, 764	
	150, 381	204, 192, 489	21, 639, 613	6, 668	
	154, 779	215, 715, 680	23, 395, 232	4, 398	
	159, 518	228, 719, 900	25, 183, 713	4, 739	
	162, 576	239, 731, 509	27, 126, 529	3, 058	
	166, 952	252, 750, 574	28, 910, 195	4, 376	
	169, 768	264, 717, 595	30, 358, 190	2, 816	
	171, 212	267, 117, 737	31, 205, 342	1, 444	
	172, 794	268, 806, 324	32, 405, 797	1, 581	
	173, 475	273, 190, 356	33, 876, 521	681	

road and steamboat service combined; no separate report.
ease caused by the discontinuance of service in the Southern States.
ase attributable in part to the resumption of service in the Southern States.
ease in cost caused by reductions in the rates of pay under act of July 12, 1876.
ease in cost caused by reductions in the rates of pay under act of June 17, 1878.

K.—*Increase and decrease in star, special office, steamboat, railroad, mail-messenger, regulation, screen, or other wagon service, and electric and cable-car service during the year ended June 30, 1897.*

State or Territory.	Star service.						Special office service.			
	Length of routes.		Annual rate of expenditure.		Distance traveled per annum.		Length of routes.		Distance traveled per annum.	
	Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease.
	Miles.	*Miles.*	*Dollars.*	*Dollars.*	*Miles.*	*Miles.*	*Miles.*	*Miles.*	*Miles.*	*Miles.*
Maine		5.06		657.17		19,258.72	18.37		5,731.44	
New Hampshire		7.14	441.63		5,764.72		7.50		2,340	
Vermont	4.17		317.13		6,332.56		8.75		2,730	
Massachusetts	9.06			35,348.96		84,062.16		2.98		929.76
Rhode Island		2.99		2,718.00		8,638.56	1.25		390	
Connecticut		4.27		216.28		4,588.48		1.25		390
New York		359.26		204,214.90		1,289,403.82		2		624
New Jersey		31.92		4,673.32		42,995.16	24.88		7,762.56	
Pennsylvania		163.24		64,512.92		336,719.08	18.57		11,587.68	
Delaware	5		169.00		5,772					
Maryland		82.75		38,350.90		205,888.44	15.33		4,782.96	
Virginia		72.31		2,358.91		4,164.96	33.12		10,333.44	
West Virginia	32.76		3,369.02		66,758.64			61.25		19,110
	50.99	728.94	4,296.78	353,051.86	84,627.92	1,995,779.38	127.77	67.48	45,658.08	21,053.76
North Carolina		109.76		17,092.65	327,064.07			165		51,480
South Carolina	99.51			4,785.23	503,039.88			56.75		17,706
Georgia	133.37			11,639.95	483,251.70			274.20		85,550.40
Florida	6.25			13,025.42	74,783.38			193.50		40,248
Alabama		41.34		22,750.66	154,988.40			234		48,672
Mississippi	627.49			13,215.21½	378,993.32			572.17		119,011.36
Tennessee	252.95			11,469.10½	614,872.69			176.37		64,114.96
Kentucky	226.29			7,756.63	620,877.86			206.51		70,047.12
	1,345.86	151.10		101,734.86	2,957,871.30			1,878.50		496,829.84
Ohio	56.06			24,279.40		83,736.64		48.49		15,128.88
Indiana	67.75		2,446.89		62,552.88			15.75		4,914
Illinois		240.35		71,398.69		505,633.44		12.50		3,900
Michigan	87.53			3,543.53	25,438.40			59.75		18,642
Wisconsin	130.54			4,147.60	25,654.72			139.75		43,602
Minnesota	240.36			1,995.70	76,697.92		68.35		21,325.20	
Iowa	76.07		2,309.82		51,845.04			9.64		3,007.68
Missouri	61.68			15,557.32	41,753.92			81.07		25,293.84
	719.99	240.35	4,756.71	120,922.24	283,042.88	589,370.08	68.35	366.95	21,325.20	114,488.40

Arkansas	67.65		2,307.43		85,865.52			176.25		54,990
Louisiana		4.07		7,200.06½		44,196.58		27.50		8,580
Texas	64.26		4,549.58		161,643.04			313.75		65,260
Indian Territory	122.06		3,602.73		128,198.72			204		63,648
Oklahoma	211.29		3,157.70		132,016.56			221.75		60,186
Kansas		31.68	41.59		8,478.08			18.11		4,708.60
Nebraska	36.03			2,735.57	15,742.66			34		7,072
South Dakota	94.25		1,701.84		32,358.56			157.50		20,475
North Dakota	154.75		1,895.43		36,426		26.75		4,172.48	
Montana	78.01		2,395.79		27,415.44			44.83		1,688.96
Wyoming	83.10		2,382.22		39,067.60		105		27,040	
Colorado	104.27		3,903.49		77,670.32			43.55	4,307.68	
New Mexico	93.90		3,625.02		85,237.36			129.50		18,382
Arizona	89.15		5,034.09		67,637.44		56.50		15,012	
Utah	64.38		2,940.08		51,691.12		6.58		2,002	
Idaho	237.20		6,653.54		107,089.84			124.25		11,466
Washington	130.34		3,443.77		57,787.60			80		16,640
Oregon	285.19		9,632.61		118,449.76			51.25		10,660
Nevada	158.38		4,406.60		64,249.12		10.25		19,708	
California	38.75			5,691.01	12,954.12		165.50		34,424	
Alaska								140		610
	2,062.98	35.75	61,673.51	15,626.60½	1,309,978.86	44,196.58	370.58	1,766.24	107,566.16	353,366.56
Total	4,179.82	1,156.14	70,727.00	591,335.12½	4,636,420.96	2,629,345.04	566.70	4,079.17	174,549.44	985,738.56
Net increase	3,023.68				2,007,075.92					
Net decrease				520,608.12½				3,512.47		811,189.12

K.— *Increase and decrease in star, special office, steamboat, railroad, mail-messenger, regulation, screen, or other wagon service, and electric and cable car service during the year ended June 30, 1897*—Continued.

State or Territory.	Steamboat service.						Railroad service.					
	Length of routes.		Annual rate of expenditure.		Distance traveled per annum.		Length of routes.		Annual rate of expenditure.		Distance traveled per annum.	
	Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease.
	Miles.	*Miles.*	*Dollars.*	*Dollars.*	*Miles.*	*Miles.*	*Miles.*	*Miles.*	*Dollars.*	*Dollars.*	*Miles.*	*Miles.*
Maine	211.25		1,340.77		4,295.32		1.30		1,486.21			9,409.92
New Hampshire												
Vermont							1		174.42		2,783.04	
Massachusetts								42.57	10,002.34			64,917.84
Rhode Island								6		748.89		3,744
Connecticut								43.29		3,926.52		60,746.47
New York								37.39	2,491.59			118,437.51
New Jersey								19.02	504.67		5,697.12	
Pennsylvania								141.70	878.61			827,491.21
Delaware												
Maryland						0.52		26.66		914.36		37,035.44
Virginia				43.00	6,240		.53			72,356.27		124,670.32
West Virginia								129.50		13,385.00		239,099.12
	211.25		1,340.77	43.00	10,535.32	.52	2.83	446.13	15,537.84	91,331.04	8,480.16	985,551.83
North Carolina	9.25			172.00	5,668		757.73		425,521.61		2,114,975.35	
South Carolina	26.50			154.99	1,892			130.74	26,805.52		97,787.78	
Georgia	22		1,087.00		13,728		54.01			30,151.40	257,040.21	
Florida	67.22			2,285.34	42,809.52			237.31		119.13		61,329.64
Alabama		2.25	851.00			1,690		361.49		19,146.44		583,366.90
Mississippi		1		103.00		1,092	63.70		31,607.40		443,389.22	
Tennessee				177.00			85.43		52,342.79		175,720.88	
Kentucky		119.10		131.74		13,182	167.77		102,834.07		405,022.48	
	124.97	122.35	1,938.00	3,024.07	64,097.52	15.964	1,128.64	729.54	639,111.39	49,416.97	3,493,935.92	644,696.54
Ohio							205.04		608,778.13		2,123,679.65	
Indiana								227.49	100,777.34		610,834.04	
Illinois								52.44		62,721.16		427,461.49
Michigan	15		2.50		6 150		39.31		166,013.15			34,081.98
Wisconsin	42		1,430.00		17,810		49.63		1,553.93		22,320.06	
Minnesota							109.62		32,028.20			6,592.54
Iowa								3.59	27,838.42			20,098
Missouri							80.46		31,851.20		33,536.17	
	57		1,432.50		23,960							

Arkansas	1.50		318.00		936		112.27		2,569.20		70,118.88	
Louisiana	80.25		800.00		18,876		142.98		18,133.02		93,912	
Texas	23		300.00		7,176		11.53		3,205.30			2,296.32
Indian Territory							170.95		4,998.70		108,181.84	
Oklahoma							28.26		743.81		17,582.32	
Kansas								29.57		5,184.57		54,776.62
Nebraska								25.60		1,364.68		61,577.36
South Dakota							2		95.76		1,248	
North Dakota									4,115.25			
Montana									1,475.00			7,358.66
Wyoming												
Colorado							105.55		7,103.11		39,992.48	
New Mexico							1.58			73.15	985.92	
Arizona							6.42		5,787.78		4,588.48	
Utah							32.06		1,719.49		20,188.48	
Idaho												
Washington		841	573.00			21,228		20.35		1,057.30		2,116.40
Oregon							4.08		187.39			5,580.64
Nevada												
California	4		488.42		8,240		32.63		12,249.48			12,643.80
Alaska	5,000		3,491.40		25,350							
	5,058.75	841	5,965.82		60,578	21,228	650.41	75.52	58,383.29	7,679.70	356,678.40	146,349.80
Total	5,451.97	963.35	10,677.09	3,067.07	159,170.84	37,192.52	2,215.94	1,534.71	1,681,872.89	211,143.87	6,649,464.40	2,265,432.18
Net increase	4,488.62		7,610.02		121,978.32		681.23		1,470,724.02		4,384,032.22	
Net decrease												

K.—*Increase and decrease in star, special office, steamboat, railroad, mail-messenger, regulation, screen, or other wagon service, and electric and cable-car service during the year ended June 30, 1897*—Continued.

State or Territory.	Mail-messenger service.						Regulation, screen, or other wagon service.		
	Length of routes.		Annual rate of expenditure.		Distance traveled per annum.		Length of routes.	Annual rate of expenditure.	Distance traveled per annum.
	Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease.	Increase.	Increase.	Increase.
	Miles.	*Miles.*	*Dollars.*	*Dollars.*	*Miles.*	*Miles.*	*Miles.*	*Dollars.*	*Miles.*
Maine		6.77		1,642.49		25,719.20	3.01	1,643.00	10,457.20
New Hampshire		1.49		1,975.88		43,748.64	.85	1,650.00	8,985.84
Vermont		3.75		1,151.65		6,842.16	.63	600.00	3,996.72
Massachusetts		45.01		20,128,71		196,600.81	13.21	42,043.00	148,677.53
Rhode Island	.51		121.00		12,208.96		2.99	2,760.00	8,910.72
Connecticut		15.17		9,003.42		162,821.84	16.71	8,722.00	160,074.16
New York		51.46		45,584.23		705,103.20	377.29	223,797.00	1,577,301.32
New Jersey		.16		2,647.30		60,357.44	20.31	7,630.00	131,896.50
Pennsylvania		21.79		14,218.83		215,528.56	77.63	66,498.00	311,412.25
Delaware		5.88		1,225		8,914.68	4.38	1,140.00	8,122.20
Maryland	4.25			13.50	705.12		74.05	39,320.00	201,605.51
Virginia		18.97		5,258.43		181,418.64	24.90	7,745.00	186,948.32
West Virginia		4.93		453.57		7,730.32	2.40	525.00	6,536.40
	4.76	175.38	121.00	103,303.01	12,914.08	1,614,785.49	618.36	404,073.00	2,764,904.67
North Carolina		21.06		2,789.11		21,950.24	7.30	3,045.00	22,069.61
South Carolina		8.80		1,861.50		13,416	10.22	3,566.00	25,537.20
Georgia		9.20		1,750.75		21,199.76	11.71	6,382.00	35,071 82
Florida		.66	253.96		9,019.92		2.23	2,032.00	11,596.23
Alabama		4.94		1,204.30		11,164.40	2.77	1,820.00	11,434.28
Mississippi		6.18		1,328.45		9,314.24	1.46	1,089.00	4,394.52
Tennessee	.71			1,312.40	5,616		37.56	9,460.00	87,181.12
Kentucky		18.56		3,434.61		30,395.04	14.49	8,159.00	56,188.28
	.71	69.40	253.96	13,681.12	14,635.92	107,439.68	87.74	35,553.00	253,473.06
Ohio		42.26		15,370.38		116,923.06	73.32	40,840.00	281,093.79
Indiana		25.16		11,388.34		95,611.89	20.87	10,459.00	93,195.97
Illinois		29.26		17,245.22		128,822.72	376.64	89,004.00	635,274.08
Michigan		22.46		8,937.35		73,522.46	41.66	15,707.00	135,339.81
Wisconsin		3.24		3,629.88		27,036.88	25.61	11,283.00	82,971.72
Minnesota		4.31		1,965.60		12,617.80	16.68	8,963 00	89,420.76
Iowa		24.47		11,438.54		126,575.80	23.23	10,437.00	75,468.12
Missouri		45.41		10,303.18		146,010.40	50.04	25,285.00	183,813.96
		196.87		80,278.49		727,121.01			

Arkansas		1.17		2,360.43		1,000.02	3.24	2,302.00		14,948.96
Louisiana	10.88		552.00	8,889.00	15,198.88	30,705.12	53.89	7,647.00		66,552.46
Texas	2.66						5.71	4,100.00		34,165.04
Indian Territory	6.04		710.96	247.20	6,376.20					
Oklahoma	.92				2,868.32					
Kansas		27.87		10,648.87		66,397.68	23.10	7,055.00		60,258.68
Nebraska		.07		2,107.90		15,356.64	5.08	4,012.50		29,184.80
South Dakota	1.44			108.00	4,476.18					
North Dakota		.97	78.40		1,381.12		2.30	1,272.00		11,284
Montana		1.58		1,116.10		12,110.80				
Wyoming		1.25		108.00		1,502.08				
Colorado		.80		731.80		1,193.02				
New Mexico	.58		25.00			494.00				
Arizona	.66		109.00		2,011.36		3.45	1,472.00		8,199.36
Utah	2.74			1,028.10		3,248.96				
Idaho		.27		192.00		61.36				
Washington		8.15		1,830.28		19,706.42	3.31	2,350.00		8,134.22
Oregon		13.19		6,332.37		18,789.65	19.58	6,000.00		25,320.85
Nevada	.56		120.00		346.20					
California		45.21		8,435.55		130,115.44	58.58	14,282.00		156,677.98
Alaska				75.00	1,248					
	23.22	102.99	1,584.36	39,220.48	33,835.24	312,744.90	172.03	52,272.00		414,734.85
Total	28.69	544.34	1,959.82	236,483.10	61,385.24	2,762,001.17	1,521.18	703,876.00		5,009,690.79
Net increase		515.65		234,523.78		2,700,705.93	1,521.18	703,876.00		5,009,690.79
Net decrease										

K.—*Increase and decrease in star, special office, steamboat, railroad, mail-messenger, regulation, screen, or other wagon service, and electric and cable-car service during the year ending June 30, 1897*—Continued.

State or Territory.	Electric and cable car service.			Summary of totals.					
	Length of routes.	Annual rate of expenditure.	Distance traveled per annum.	Length of routes.		Annual rate of expenditure.		Distance traveled per annum.	
	Increase.	Increase.	Increase.	Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease.
	Miles.	*Dollars.*	*Miles.*	*Miles.*	*Miles.*	*Dollars.*	*Dollars.*	*Miles.*	*Miles.*
Maine	17.80	767.29	28,598.81	239.90		2,937.61			5,305.07
New Hampshire					.28	115.75			26,678.08
Vermont				10.80			60.10	9,000.16	
Massachusetts	76.73	22,584.84	284,821.54	8.44		19,152.51		86,988.50	
Rhode Island	6	256.50	4,404	1.76			329.39	13,471.12	
Connecticut	48.36	2,534.22	100,879.80	1.09			1,890.00	32,407.17	
New York	152.66	41,437.82	810,251.08	79.84		17,927.28		273,983.87	
New Jersey	29.78	1,954.80	65,457.41	23.87		2,768.85		107,460.99	
Pennsylvania	147.01	27,134.28	656,006.88		83.52	15,779.14		99,267.96	
Delaware				3.50		84.00		4,979.52	
Maryland	64.97	35,251.44	355,325.74	49.19		35,292.68		319,494.93	
Virginia	6.22	265.90	7,674.76		26.51		72,005.71		99,057.40
West Virginia	9.24	200.00	31,172.80		151.28		9,744.55		161,471.60
	558.77	132,387.09	2,344,592.82	418.39	261.59	94,057.82	84,029.75	947,054.22	292,512.15
North Carolina	7		5,544	485.46		408,512.85		2,401,890.79	
South Carolina					60.06	23,569.80		397,134.86	
Georgia	7.75	331.41	4,870.20		54.56		35,741.69	687,211.77	
Florida	2.12	90.63	1,327.12		353.65		13,053.30	37,958.53	
Alabama				1,358.75	641.25		40,430.40		478,470.62
Mississippi				113.30		18,049.78½		697,359.46	
Tennessee	20.95	895.59	28,830.02	221.23		49,739.87½		848,105.75	
Kentucky	20.73	1,031.75	56,309.64	85.11		100,701.84		1,024,774.10	
	58.55	2,349.38	96,880.98	905.10	1,109.52	600,574.10	89,225.39	6,094,435.26	478,470.62
Ohio	141.20	10,311.24	344,497.77	384.87		620,279.59		2,533,482.63	
Indiana					179.78	102,294.89		666,057	
Illinois	32.73	11,497.52	160,279.08	74.82			50,863.55		270,264.49
Michigan	4.83	185.10	5,446.20	105.62		169,426.87		45,527.97	
Wisconsin				104.79		6,489.45		78,117.62	
Minnesota	10.58	452.29		441.28		87,482.19		168,233.54	
Iowa	14.50	1,116.35	51,829.80	76.10		30,263.55		29,461.48	
Missouri	45.61	5,982.61	108,922.56	70.51		40,208.31		196,722.37	
	249.15	32,495.61	670,975.41	1,257.99	179.78	1,006,444.85	50,863.55	3,717,602.61	270,264.49

Nebraska	25.60	1,702.56	71,105.24	7.04		406.41		82,026.20	
South Dakota				180.53	59.81	1,680.60		17,607.72	
North Dakota				35.02		6,080.08		41,979.60	
Montana	1.12	419.00	1,035.20	180.85		4,445.79		19,176.22	
Wyoming				202.86		2,214.22		64,546.52	
Colorado	26.89	1,577.02	58,888.75		83.44	11,851.82		179,595.31	
New Mexico				102.73		3,576.87		67,347.28	
Arizona				116.38		10,930.87		90,149.28	
Utah	7.14	300.00	9,691.84	112.68		5,408.47		88,513.84	
Idaho						6,461.54		95,562.48	
Washington	36.14	1,399.97	40,249.80		779.71	4,849.18		46,477.80	
Oregon	22.10	1,026.33	43,883.71	266.51		10,513.96		152,653.03	
Nevada				169.19		4,525.60		84,303.32	
California	30.52	9,157.97	105,297.88	284.77		22,031.31		174,774.74	
Alaska				4,860		3,416.40		25,988	
	165.44	15,806.85	338,723.50	6,850.97	1,163.06	140,995.33½	7,836.85	1,803,356.22	59,146.14
Total	1,031.91	183,038.43	3,451,172.71	9,432.45	2,713.95	1,842,072.10½	231,955.54	12,562,448.31	1,100,393.40
Net increase	1,031.91	183,038.43	3,451,172.71	6,718.50		1,610,116.56½		11,462,054.91	

NOTE.—Beginning July 1, 1896, two new items of appropriation were provided for: "Regulation, screen, or other wagon service," and "Electric and cable-car service." Regulation-wagon service was taken from star service; screen wagon service from mail-messenger service; electric and cable car service was taken partly from railroad and partly from mail-messenger service.

L.—*Division of inspection, Contract Bureau—Deductions, fines, and remissions, under orders issued during the year ending June 30, 1897.*

State or Territory.	Star service.				Steamboat service.				Railroad service.			
	Deductions.	Remissions.	Fines.	Remissions.	Deductions.	Remissions.	Fines.	Remissions.	Deductions.	Remissions.	Fines.	Remissions.
Maine	$198.31	$1.00	$150.68	$1.50	$14.83	.....	$5.50	.....	$6.33	.....	$161.57	$78.80
New Hampshire	29.98	.....	8.25	.....	1.36	.....	1.00	.....	86.14	$4.93	22.00	.....
Vermont	57.90	.....	13.25	.....	.....	.....	.....	.....	.....	27.65	244.18	243.74
Massachusetts	66.00	1.91	25.50	.....	1,685.89	.....	.....	.....	397.73	265.01	190.18	29.64
Rhode Island	24.84	.90	7.50	.....	135.00	.....	.....	.....	14.79	.....	13.50	.....
Connecticut	66.44	.43	9.50	.....	.....	.....	.....	.....	19.57	153.08	119.04	.....
New York	446.13	.66	233.75	.....	43.91	$62.80	12.00	.....	6,019.34	4,811.72	1,010.91	504.93
New Jersey	38.66	.....	275.75	12.00	.....	.....	.....	.....	736.39	31.03	127.93	3.36
Pennsylvania	381.01	14.28	1,407.00	22.50	.....	.....	.....	.....	1,547.02	494.75	782.70	259.47
Delaware	.....	.....	1.00	.....	.....	.....	.....	.....	.....	.....	8.00	.....
Maryland	178.30	.....	111.00	.....	520.97	.....	121.50	$29.50	2,631.06	269.35	193.75	14.90
Virginia	1,157.44	4.08	909.03	9.00	212.22	.....	10.50	.....	6,420.88	4,265.23	721.81	550.75
West Virginia	1,181.07	1.45	897.50	.50	.....	.....	.....	.....	1,468.68	117.33	517.91	109.03
Total	3,828.68	24.71	3,549.71	45.50	2,614.18	62.80	150.50	29.50	19,337.93	10,440.08	4,113.48	1,794.62
North Carolina	1,464.94	19.43	869.75	3.75	70.85	.....	44.00	5.00	10,425.26	1,357.21	62.20	.....
South Carolina	493.61	5.98	189.15	30.65	7.33	.....	.....	.....	108.02	.....	34.00	26.00
Georgia	1,024.91	8.83	632.50	19.00	45.83	.....	5.00	.....	1,512.23	.....	763.91	116.46
Florida	464.35	3.74	146.50	.50	9,258.15	.....	41.00	.....	558.45	.....	455.91	371.13
Alabama	1,674.00	629.79	1,250.12	415.25	130.26	.....	1.00	.....	4,295.65	1,312.02	19.00	.....
Mississippi	1,034.89	3.81	37.00	223.75	15.85	.....	79.50	.....	460.00	.....	408.67	28.32
Tennessee	1,422.68	6.25	769.00	10.86	10.24	.....	.....	.....	381.86	317.88	36.50	.....
Kentucky	1,587.14	3.72	419.25	19.00	3,336.23	32.32	1,032.75	.....	2,383.15	502.69	167.00	11.00
Total	9,166.52	681.55	4,313.27	722.76	12,874.84	32.32	1,203.25	5.00	20,124.62	3,489.80	1,947.19	552.91
Ohio	393.45	14.04	52.95	.....	.....	.....	.....	.....	13,838.60	3,967.61	1,400.67	294.22
Indiana	589.57	.96	105.00	4.00	.....	.....	.....	.....	3,310.99	1,940.52	850.78	515.52
Illinois	450.62	6.99	32.73	.....	.....	.....	.....	.....	5,993.23	4,622.78	365.87	19.52
Michigan	272.83	2.96	127.08	.....	44.98	.....	5.00	.....	1,553.86	972.39	106.00	.....
Wisconsin	193.56	5.09	83.89	.....	.....	.....	.....	.....	1,631.74	1,003.37	321.33	59.92
Minnesota	1,129.89	3.32	96.48	1.00	.....	.....	.....	.....	6,303.09	2,899.06	341.02	7.00
Iowa	206.63	10.50	17.00	5.00	.....	.....	.....	.....	2,342.63	969.95	272.61	182.59
Missouri	1,704.39	67.15	99.25	.....	.....	.....	2.50	.....	3,697.63	2,534.45	665.93	48.81
Total	4,920.94	111.01	614.38	10.00	44.98	.....	7.50	.....	38,671.77	18,910.08	4,333.21	1,127.58
Arkansas	1,133.88	5.23	33.25	400.48	652.84	23.71	283.50	263.50	45.03	20.51	30.00	1.00
Louisiana	444.60	6.25	72.00	.....	8.67	.....	27.00	.....	50.69	60.71	39.00	.....
Texas	1,775.22	23.38	221.00	1.00	1.92	.....	10.00	10.00	320.78	206.51	216.00	.....
Indian Territory	481.39	2.96	48.78	.....	.....	.....	.....	.....	181.52	.....	3.00	.....

Oklahoma	430.99	2.01	154.25	4.00					2,126.69	602.88		6.00			
Kansas	470.38	5.89	57.00	51.00					5,070.07	1,181.45		216.00			
Nebraska	528.76	5.30	56.00						13,250.96			129.00	328.16		
South Dakota	2,549.00	10.41		1.00					19,090.73	20.96		11.00	1.00		
North Dakota	1,782.23	14.61	10.25						3,714.79	146.24		131.00			
Montana	980.92	5.66	47.52							211.19		116.00	16.00		
Wyoming	545.25		107.00	5.00					154.56	154.87		803.08	250.08		
Colorado	647.79		18.50						2,016.92	1,856.21		257.65	18.78		
New Mexico	440.31		54.00						884.55	102.41		76.40			
Arizona	319.15		16.00						541.60	17.50		9.00			
Utah	178.81		176.00	100.00					697.96	22.45		267.28	142.06		
Idaho	436.02		270.00						148.04	14.89		2.00			
Washington	328.97	2.18			345.51		18.00	2.18	4,491.39	772.77		55.45			
Oregon	443.81	14.98	147.00	14.14	22.90				1,738.93	346.43		50.48	19.74		
Nevada	573.00		42.00						9,910.76			2.00			
California	1,250.66	26.22	171.73	14.99					1,387.87	715.46		4,267.04	928.70		
Alaska															
Total	15,741.14	124.50	1,698.40	591.61	1,026.84	23.71	288.50	275.68	65,829.19	5,963.09		6,299.98	1,709.47		
Grand total	83,657.28	941.77	10,175.76	1,369.87	16,560.84	118.88	1,068.75	310.18	143,963.51	38,803.05		16,663.81	5,184.58		

L.—*Division of Inspection, Contract Bureau—Deductions, fines, and remissions under orders issued during the year ending June 30, 1897*—Continued.

State or Territory.	Mail-messenger service.				Regulation, screen, or other wagon service.		Electric and cable car service.			Totals for the year.			
	Deductions.	Remissions.	Fines.	Remissions.	Fines.	Remissions.	Deductions.	Remissions.	Fines.	Deductions.	Remissions.	Fines.	Remissions.
Maine	$5.74	.....	$10.00	.....	.....	.....	$4.84	$4.84	.....	$229.55	$5.34	$327.75	$80.30
New Hampshire	67.47	.....	5.00	.....	.....	.....	.....	.....	.....	184.95	4.93	36.25	.....
Vermont	.....	.....	6.50	.....	.....	.....	.....	.....	.....	57.90	27.65	263.93	243.74
Massachusetts	.....	.....	60.75	$10.00	$88.50	.....	24.54	.....	.....	2,166.16	266.92	364.93	39.64
Rhode Island	.....	.....	.....	.....	.....	.....	.....	.....	.....	174.63	.90	21.00	.....
Connecticut	35.51	.....	8.50	.....	21.00	.....	6.29	.....	.....	127.81	153.51	158.04	.....
New York	45.78	.....	161.58	3.50	328.50	.....	16.90	.....	$13.50	6,572.06	4,875.18	1,760.24	508.43
New Jersey	35.00	$18.00	31.50	2.00	31.00	.....	.....	.....	.....	810.05	49.03	456.18	17.36
Pennsylvania	106.19	.....	108.00	2.00	63.00	.....	.....	.....	1.00	2,034.22	509.03	2,361.70	283.97
Delaware	.....	.....	.....	.....	24.50	.....	.....	.....	.....	.....	.....	33.50	.....
Maryland	.....	.....	22.50	.....	32.00	.....	.....	.....	.....	3,330.33	269.35	480.75	44.40
Virginia	2.00	.....	46.00	1.50	75.50	$5.00	.....	.....	.....	7,792.54	4,269.31	1,762.84	566.25
West Virginia	30.19	.....	25.00	2.50	5.00	.....	.....	.....	.....	2,680.54	118.78	945.41	112.03
Total	327.88	18.00	485.33	21.50	669.00	5.00	52.07	4.84	14.50	26,160.74	10,549.93	8,982.52	1,896.12
North Carolina	1.00	.....	19.00	.....	4.50	.....	.....	.....	.....	11,962.05	1,376.64	999.45	8.75
South Carolina	.....	.....	14.25	.....	35.00	.....	.....	.....	.....	608.96	5.98	272.40	56.65
Georgia	3.61	.....	16.00	.....	29.50	.....	.....	.....	.....	2,586.58	8.63	1,446.91	135.46
Florida	16.50	.....	17.50	.....	12.00	.....	.....	.....	.....	10,297.45	8.74	672.91	371.63
Alabama	2.73	.....	13.50	.....	.....	.....	.....	.....	.....	6,102.64	1,941.81	1,283.62	415.25
Mississippi	3.00	.....	33.00	.....	31.00	.....	.....	.....	.....	1,513.74	3.81	589.17	252.07
Tennessee	35.16	.64	22.50	.....	74.00	.....	.....	.....	1.00	1,849.94	324.77	903.00	10.86
Kentucky	9.72	.....	50.50	1.50	30.00	.....	.....	.....	.....	7,316.34	588.78	1,699.50	31.50
Total	71.72	.64	186.25	1.50	216.00	.....	.....	.....	1.00	42,237.70	4,204.31	7,866.96	1,282.17
Ohio	115.44	25.91	154.00	3.00	179.00	.....	1.23	.....	.....	14,348.72	4,007.56	1,786.62	297.22
Indiana	66.32	.....	64.00	1.50	106.00	.....	.....	.....	.....	3,946.88	1,941.48	1,134.78	521.02
Illinois	4.46	.....	38.50	.....	292.50	.....	.....	.....	.....	6,448.31	4,629.72	729.60	19.52
Michigan	36.53	.....	25.00	.50	18.50	.....	.....	.....	.....	1,908.20	975.35	281.58	.50
Wisconsin	4.24	.....	75.25	.....	15.00	.....	.....	.....	.....	1,329.54	1,008.46	495.47	59.92
Minnesota	16.14	.....	17.50	1.50	15.00	.....	.....	.....	.....	7,449.12	2,902.38	470.00	9.50
Iowa	56.09	.....	73.50	1.00	27.00	.....	.....	.....	.....	2,605.35	980.45	390.11	188.59
Missouri	145.34	.....	117.50	1.00	20.00	.....	.....	.....	.....	5,547.36	2,601.60	905.18	49.81
Total	444.56	25.91	565.25	8.50	673.00	.....	1.23	.....	.....	44,083.48	19,047.00	6,193.34	1,146.08
Arkansas	10.39	.....	15.10	.....	10.00	.....	.....	.....	.....	1,842.14	49.75	371.85	664.98
Louisiana	2.74	.....	18.50	.....	6.00	.....	.....	.....	.....	501.70	66.96	162.50	.....

Texas	1.50		22.75		39.00					2,099.42	229.80	519.75	11.00
Indian Territory	1.63		5.00							664.76	2.98	56.75	
Oklahoma			2.75							430.99	2.01	162.00	4.00
Kansas	153.32		79.50	1.50	50.00					2,746.72	608.22	401.50	52.50
Nebraska	18.55		10.75							5,612.38	1,180.65	190.35	323.10
South Dakota	56.83		9.50							15,856.81	31.37	21.05	2.00
North Dakota	47.75	3.75	10.50							20,929.71	164.60	151.75	
Montana			4.25		5.00				3.50	4,095.71	216.85	176.27	16.00
Wyoming										690.81	104.37	410.08	264.08
Colorado	97.12		27.00	.50						2,761.83	1,350.21	298.15	19.23
New Mexico			.50							1,324.86	102.41	130.90	
Arizona										860.75	17.90	25.00	
Utah			3.50		1.00				2.00	870.77	22.45	549.78	242.06
Idaho			2.50							584.06	14.39	274.50	
Washington	22.06	2.33	11.00							5,187.93	777.28	84.45	2.18
Oregon	4.17		4.50				2.77			2,212.58	361.41	201.98	33.88
Nevada										10,488.76		84.00	
California			40.00		61.00		1.21		1.00	2,639.74	741.68	4,521.37	943.69
Alaska													
Total	416.28	6.08	278.60	2.00	172.00		3.98		6.50	83,617.43	6,117.38	8,793.93	2,578.76
Grand total	1,260.44	50.63	1,515.43	33.50	1,730.00	5.00	57.28	4.34	22.00	195,499.35	39,918.62	31,836.75	6,903.13

RECAPITULATION.

Service.	Deductions.	Remissions.	Fines.	Remissions.
Star	$33,657.28	$941.77	$10,175.76	$1,369.87
Steamboat	16,560.84	118.83	1,699.75	310.18
Railroad	143,963.51	38,803.05	16,693.81	5,184.58
Mail-messenger	1,260.44	50.63	1,515.43	33.50
Regulation, screen, or other wagon service			1,730.00	5.00
Electric and cable car service	57.28		22.00	
Postal clerks	2,871.42	20.80		
Total	198,370.77	39,935.08	31,836.75	6,903.13
Net	158,435.69		24,933.62	
Net deductions and fines	183,369.31			

M.—*Statement of contracts for mail equipment made or in operation during the fiscal year ending June 30, 1897.*

Name of contractor.	Residence.	Place of delivery.	Articles contracted for and contract price.
Contract term, four years from April 1, 1893.			
F. Coit Johnson	New York, N. Y.	New York, N. Y., post-office.	Cotton canvas sacks for second, third, and fourth class matter. No. 1 at $0.9998 each; No. 2 at $0.7998 each.
Peter H. McNulty	Brooklyn, N. Y.	do	Jute canvas sacks for second, third, and fourth class matter. No. 1 at $0.4991 each; No. 2 at $0.4189 each; No. 3 at $0.33 each.
John Boyle & Co	New York, N. Y.	do	Registered foreign sacks. No. 0 at $0.67375 each; No. 1 at $0.39375 each; No. 2 at $0.18625 each; No. 3 at $0.13125 each.
John E. Quinn	Toledo, Ohio.	Toledo, Ohio, post-office.	Leather horse mail bags. No. 1 at $4.69 each; No. 2 at $4.15 each; No. 3 at $3.25 each.
Do	do	do	Leather pouches for first-class matter. No. 2 at $4.59 each; No. 3 at $3.26 each; No. 4 at $2 each; No. 5 at $1.14 each.
Charles F. Lighthouse	Rochester, N. Y.	Rochester, N. Y., post-office.	Cotton canvas mail pouches for first-class matter. No. 2 at $2.85 each; No. 3 at $2.35 each; No. 4 at $2.05 each.
John Boyle & Co	New York, N. Y.	New York, N. Y., post-office.	Cotton canvas sacks for foreign mails. No. 0 at 89 cents each; No. 1 at 79 cents each; No. 2 at 63 cents each; No. 4 at $0.21375 each.
Do	do	do	Inner registered mail sacks. No. 2 at $0.83625 each; No. 3 at $0.67625 each; No. 4 at $0.51625 each.
Do	do	do	Mail catcher pouches at $1.75 each.
Contract term, four years from April 1, 1897.			
F. Coit Johnson	New York, N. Y.	New York, N. Y., post-office.	Cotton canvas pouches with leather tops and bottoms. No. 2 at $2.7149 each; No. 3 at $2.1991 each; No. 4 at $1.9339 each; No. 5 at $1.2442 each.
Do	do	do	Cotton canvas pouches with leather bottoms. No. 2 at $3.4444 each; No. 3 at $2.06 each; No. 4 at $1.7111 each; No. 5 at $1.3121 each.
Do	do	do	Mail catcher pouches at $1.4332 each.
Do	do	do	Cotton canvas mail sacks for second, third, and fourth class matter. No. 1 at $0.5995 each; No. 2 at $0.4774 each; No. 3 at $0.2694 each.
Do	do	do	Cotton canvas mail sacks for foreign mails. No. 0 at $0.6336 each; No. 1 at $0.5225 each; No. 2 at $0.4224 each; No. 3 at $0.2994 each.
E. C. Cook & Bro., Incorporated	Chicago, Ill.	Washington, D. C.	Registered foreign mail sacks. No. 0 at $0.67 each; No. 1 at $0.3575 each; No. 2 at $0.17 each; No. 3 at $0.11 each.
Peter H. McNulty & Co	Brooklyn, N. Y.	New York, N. Y., post-office.	Inner registered mail sacks. No. 2 at $0.675 each; No. 3 at $0.535 each; No. 4 at $0.365 each.
Contract term one year from July 1, 1896.			
L. Best	New York, N. Y.	Washington, D. C.	No. 30 emery at 3 cents per pound; emery wheels 6 by 1 by ¼ inch, No. 46 emery, at $0.15 per dozen, net; emery wheels 3 by ½ by ½ inch, No. 46 emery, at $2-40 per dozen, net; emery wheels 1½ by ½ by ¼ inch, No. 46 emery, at $1.20 per dozen, net.

			Post's belt oil at $1.40 per gallon; camel's hair brushes, 1¼ inches, at $2 per dozen; lantern globes at $1 per dozen; sandpaper (assorted) at 1 cent per sheet.
William H. Butler	Washington, D. C.	do	
E. J. Brooks & Co.	New York, N. Y.	do	Stubb's steel wire, 1 to 60, at 72 cents per pound; bronze rods, $\frac{5}{16}$ inch, at 18$\frac{5}{16}$ cents per pound; steel equal to Jessop's steel, 18 by 48 inches and following thicknesses: .030, .050, .060, .076, .125, and .250 of an inch, at 10½ cents per pound; machine steel at 3¾ cents per pound; files as good as Grobet files; Barrette files, $1.92 per dozen; narrow pillar, $1.84 per dozen; extra narrow pillar, $2.01 per dozen; warding files, $1.65 per dozen; half-round files, $1.95 per dozen; crossing files, $1.95 per dozen; 8-inch round bastard files, 78 cents per dozen; 8-inch mill smooth, $1 per dozen; 6-inch warding files at 98 cents per dozen; 8-inch mill bastard at 78 cents per dozen; 8-inch flat bastard files at 92 cents per dozen; 8-inch one-half round at $1.35 per dozen; 3-inch single belting at 13$\frac{5}{16}$ cents per foot; 2-inch double belting at 17$\frac{5}{16}$ cents per foot; 2-inch single belting at 8$\frac{7}{16}$ cents per foot; 1¾-inch single belting at 7$\frac{5}{16}$ cents per foot; 1-inch single belting, 3$\frac{5}{16}$ cents per foot; white cotton waste at 6¾ cents per pound; belt lace leather at 15 cents per square foot.
J. H. Cheeley & Co.	Washington, D. C.	do	Phosphor bronze spring wire, .072 by .025, at 49 cents per pound; .023 by .047 at 45¾ cents per pound; hand bastard files at $1.48 per dozen; Morse twist drills, $\frac{1}{4}$, $\frac{3}{32}$, $\frac{7}{32}$, $\frac{1}{16}$, and $\frac{5}{8}$ inch, at $1.78 per dozen; No. 29 drills at 65 cents per dozen; $\frac{35}{100}$ drills at $1.48 per dozen; grindstone at $1.64; flat varnish brushes at 48 cents per dozen; tubes for No. 4 spring punches at $1.50 per dozen; mop handles at 64 cents per dozen; file handles, ¾ by 3½, at 17 cents per dozen; file handles, 1$\frac{5}{16}$ by 4, at 23 cents per dozen; sledge-hammer handles at 98 cents per dozen; corn knives at $3.25 per dozen; C. P. salammoniac at 9 cents per pound; solder, half and half, at 10 cents per pound; mops at $1.08 per dozen; 10-inch shears at $5.22 per dozen; flathead screws at 2 cents per dozen; gimlet pointed screws at 24 cents per dozen.
W. T. Galliher & Bro.	do	do	Sawdust at 25 cents per barrel.
Z. D. Gilman	do	do	Chalk at 1 cent per pound.
Thomas Garnar & Co.	New York, N. Y.	do	Ten-ounce skirting leather at 21½ cents per foot.
Thompson C. Gill & Co.	Philadelphia, Pa.	do	Muriatic acid at $3.25 per carboy; nitric acid at $8.87 per carboy; sulphuric acid at $3.75 per carboy; carboys, $1.50 each extra; babbitt metal at 17 cents per pound; wire cloth at 19 cents per square foot.
Wm. E. Hooper & Sons	Baltimore, Md.	do	No. 6 sailmaker's twine at 16½ cents per pound.
H. Hoffa	Washington, D. C.	do	Round files, 4-inch 0–2 at $1.28 per dozen; 4½-inch 0–2 at $1.34 per dozen; 5 inch 0–2 at $1.47 per dozen; 6-inch 0–2 at $1.73 per dozen; hand files, 6-inch 00–3 at $2.33 per dozen; 6-inch 4 at $2.50 per dozen; 7-inch 00–3 at $2.55 per dozen; 7-inch 4 at $2.69 per dozen; 8-inch 00–3 at $3.10 per dozen; 8-inch 4 at $3.33 per dozen; square files, 4-inch 0–2 at $1.31 per dozen; 4½-inch 0–2 at $1 47 per dozen; 5-inch 0–2 at $1.54 per dozen; 6-inch 0–2 at $1.76 per dozen; three square files, 4-inch 0–2 at $1.76 per dozen; 4½-inch 0–2 at $1.79 per dozen; 5-inch 0–2 at $1.88 per dozen; 6-inch 0–2 at $2.08 per dozen; pillar files, 4-inch 00–4 at $1.67 per dozen; 4½-inch 00–4 at $1.74 per dozen; 5-inch 00–4 at $1.95 per dozen; 6-inch 00–4 at $2.08 per dozen.
F. Colt Johnson	New York, N. Y.	do	Lacing cord at 27½ cents per pound; sea-island thread at 54 cents per pound; linen thread at 17 cents per pound.
Kennedy & Du Perow	Washington, D. C.	do	Electric lamps, 16-candlepower, 110 volts, at $2.40 per dozen; electric lamps, 20-candlepower, 110 volts, at $2.40 per dozen.
Wm. N. Merriam	Boston, Mass.	do	No. 5 rivets at 4½ cents per pound; short No. 3 rivets at 4½ cents per pound; long No. 3 rivets at 4½ cents per pound; No. 7 burrs at 6½ cents per pound.

M.—*Statement of contracts for mail equipment made or in operation during the fiscal year ending June 30, 1897*—Continued.

Name of contractor.	Residence.	Place of delivery.	Articles contracted for and contract price.
Contract term, one year from July 1, 1896—Continued.			
Manhattan Supply Co.	New York, N. Y.	Washington, D. C.	Cold-rolled steel at $4\frac{7}{10}$ cents per pound; steel, equal to Jessop's steel, at 12 cents per pound, sizes $3\frac{1}{2}$ by 2 inches by 6 feet; $2\frac{3}{4}$ inches by 6 feet; $\frac{7}{16}$-inch octagon 10 feet long; $\frac{3}{8}$-inch octagon 10 feet long.
George F. Muth & Co.	Washington, D. C.	do	Albany lubricating compound, No. 1 at 12 cents per pound; gasoline, $11\frac{1}{2}$ cents per gallon; paraffin oil at 15 cents per gallon; kerosene oil at 10 cents per gallon; neat's foot oil at 54 cents per gallon; lard oil, 48 cents per gallon; oil for tumbling barrel at 10 cents per gallon; machine oil, 17 cents per gallon; I. X. L. counter dusters, $3.50 per dozen; French sash tools, XXX, No. 2, 60 cents per dozen; turpentine, 36 cents per gallon; rosin, $1\frac{1}{2}$ cents per pound; putty, 2 cents per pound; Irish glue, $13\frac{1}{2}$ cents per pound; beeswax, 28 cents per pound.
National Carbon Co.	Cleveland Ohio.	do	Zinc rods for battery, 50 cents per dozen; short electric carbons, 7 by 16 by $7\frac{1}{2}$, at $5 per 1,000; long electric carbons, 7 by 16 by 12, at $10 per 1,000.
Naugatuck Mallable Iron Co.	Naugatuck, Conn	do	Dog castings for cord fasteners at $4\frac{1}{2}$ cents per pound.
George Oberne & Co.	Chicago, Ill.	do	Eight-ounce strap leather at 17 cents per foot.
Jas. Reilly Repair and Supply Co.	New York, N. Y.	do	Emery wheels, shape 5, No. 46 emery, grade J, at 85 cents; $\frac{3}{4}$-inch round belting at $1\frac{1}{2}$ cents per foot; hand diamond for truing emery wheels at $9.75; hickory hammer handles, 12 inches, at 30 cents per dozen; coil springs for John Adt's $\frac{1}{4}$-inch riveter at $12 50 per dozen; corn brooms at $1.95 per dozen; No. 2–60 emery cloth at 2 cents per sheet; toilet paper at $4.25 per case; electric lamps, 32-candlepower, 110 volts, at $3.96 per dozen; spiral springs, Norton & Jones drilling machine, at $2.40 per dozen.
Stevenson Bros. Co.	Philadelphia, Pa.	do	Boiler compound at $1 per gallon.
Standard Oil Co.	Washington, D. C.	do	Clear, thin oil, at 11 cents per gallon; cylinder oil at 30 cents per gallon.
Wallace Stebbins	Baltimore, Md.	do	Bronze shackles, $16\frac{7}{10}$ cents per pound; bronze bolts, $16\frac{8}{10}$ cents per pound; steel for flat keys, $3\frac{3}{10}$ cents per pound; $\frac{1}{2}$-inch rivets, $3\frac{7}{10}$ cents per pound; No. $7\frac{1}{2}$ burrs, $4\frac{29}{100}$ cents per pound; No. 8 burrs at $4\frac{29}{100}$ cents per pound; warding files, .058 No. 2, at $2.59 per dozen; 6-inch metal saw files, $2.13 per dozen; taps, $\frac{1}{2}$-inch, 20 threads, 27 cents each; $\frac{7}{16}$-32 threads, 27 cents each; $\frac{3}{8}$-16 threads, 33 cents each; 4-inch flatter at $1.35; 12-inch monkey wrenches at $6 per dozen; 8-inch monkey wrenches at $5 per dozen; scratch brushes at $2.30 per dozen; glue brushes at $2.75 per dozen; spring punches, $6 per dozen; file handles, $1\frac{3}{8}$ by $4\frac{1}{2}$, at 25 cents per dozen; $1\frac{7}{8}$ by $4\frac{1}{2}$ at 25 cents per dozen; hack-saw blades, 65 cents per dozen; steel set screws, 65 and 5 per cent from list; hexagon head screws, 55 and 5 per cent from list; fillister head screws, 40 and 5 per cent from list; belt cement, $1 per pound; borax crystals, $7\frac{1}{2}$ cents per pound; terneplate, tin, 4 cents per pound; black lead crucibles, $24 per dozen; Moran's round belt couplings, $1.20 per dozen; Jones's belt hooks, No. 7, at 25 cents; No. 9 at 20 cents; No. 10 at 20 cents per dozen; emery cloth at 2 cents per sheet; rainbow sheet rubber, 40 cents per pound; table salt, 40 cents per bushel; 12-foot flag, $7.50; 8-foot flag, $5.50; try-square No. 9, $7; safety matches, 7 cents per dozen boxes.

Judson L. Thomson Manufacturing Co.	Waltham, Mass.	do	Bifurcated rivets, at 36⅔ cents per pound.
F. A. Tschiffely, jr.	Washington, D. C.	do	Alcohol, $2.40 per gallon; caustic potash, 6 cents per pound; sal soda crystals, 1½ cents per pound; Sapolio 75 cents per dozen; vaseline, 4 cents per bottle.
Washburn & Moen Manufacturing Co.	Worcester, Mass.	do	Charcoal iron wire, 3½ cents per pound; annealed steel spring wire, 9½ cents per pound.
Benjamin Waynes	Ashgrove, Va.	do	Charcoal at 20 cents per barrel.
Wilmington Malleable Iron Co.	Wilmington, Del.	do	Galvanized iron rung rings at 6½ cents per pound.
Universal Lock Co.	New York, N. Y.	do	Twenty-five cents royalty on each Universal inside street letter-box lock.
E. M. Willis*	Washington, D. C.	do	Ice at 25 cents per 100 pounds.
Charles Werner*	do	do	Furnace coal at $4.34 per ton; soft coal at $2.79 per ton.
Johnson Bros.*	do	do	Pine wood at $3.34 per cord.
Contract term, one year from July 1, 1897.			
Barber & Ross	Washington, D. C.	Washington, D. C.	Iron fillister head cap screws, $\frac{1}{16}$ inch diameter, ½ inch long at 12 cents per dozen; ¼ inch diameter, 1 inch long, 14 cents per dozen; $\frac{1}{16}$ inch diameter 1½ inches long, 18 cents per dozen; ⅜ inch diameter 1½ inches long, 20 cents per dozen; ½ inch diameter 2 inches long, 36 cents per dozen; iron flat-head cap screws $\frac{1}{16}$ inch diameter ⅜ inch long, 10 cents per dozen; ¼ inch diameter, 1 inch long, 13 cents per dozen; No. 4 spring punches at $5.40 per dozen; sifters, 18 inches in diameter and ½, ¼, and ⅛-inch mesh at 25 cents each.
E. J. Brooks & Co	New York, N. Y.	do	Stubbs's steel wire, sizes, ¼ to ⅜ inch, at 47 cents per pound; Nos. 1 to 5 at 47 cents per pound; Nos. 6 to 15 at 54 cents per pound; Nos. 16 to 30 at 62 cents per pound; Nos. 31 to 38 at 67 cents per pound; Nos. 39 to 46 at 77 cents per pound; Nos. 47 to 50 at 89 cents per pound; Nos. 51 to 54 at $1.04 per pound; Nos. 55 to 57 at $1.29 per pound; Nos. 58 to 60 at $1.49 per pound.
Brooklyn Hardware and Sporting Goods Co.	Brooklyn, N. Y.	do	Straight-shank Morse twist drills, Nos. 1 to 10, at 73 cents per dozen; Nos. 11 to 20 at 66 cents per dozen; Nos. 21 to 30 at 56 cents per dozen; Nos. 31 to 40 at 47 cents per dozen; Nos. 41 to 60 at 38 cents per dozen; and drills $\frac{33}{100}$ inch diameter at $1.09 per dozen.
W. H. Butler	Washington, D. C.	do	Camel's-hair brushes, 1½ inches wide, at $2 per dozen.
John B. Daish	do	do	Sawdust at 19 cents per barrel; charcoal at 39 cents per barrel.
Easton & Rupp	do	do	Linen thread at 16½ cents per pound.
Thompson C. Gill & Co.	Philadelphia, Pa.	do	Nitric acid at $5\frac{39}{100}$ cents per pound; sulphuric acid at $2\frac{23}{100}$ cents per pound; chalk at 1½ cents per pound.
F. Colt Johnson	New York, N. Y.	do	Lacing cord at 26 cents per pound; sea-island thread (1 pound to a spool) at 44½ cents per pound.
Judson L. Thomson Manufacturing Co.	Waltham, Mass.	do	Bifurcated rivets, $\frac{3}{16}$-inch at 45 cents per pound; $\frac{1}{16}$-inch at 36⅔ cents per pound; $\frac{5}{16}$-inch at 39 cents per pound.
Thomas Kelly	New York, N. Y.	do	Sailmaker's twine at 15½ cents per pound.
James B. Lambie	Washington, D. C.	do	No. 30 emery at 3½ cents per pound. Finished case-hardened hexagon nuts, size ¼ inch, 20 threads, at 45 cents per dozen; size ⅜ inch, 16 threads, at 50 cents per dozen; size ½-inch, 13 threads, at 65 cents per dozen; size ⅝ inch, 11 threads, at 95 cents per dozen; size ¾-inch, 10 threads, $2.25 per dozen. Mops at 95 cents dozen.

* Department contract price.

M.—*Statement of contracts for mail equipment made or in operation during the fiscal year ending June 30, 1897*—Continued.

Name of contractor.	Residence.	Place of delivery.	Articles contracted for and contract price.
Contract term, one year from July 1, 1897—Continued.			
Merchant & Co.	Philadelphia, Pa.	Washington, D. C.	Rivets, $\frac{1}{2}$ inch under head, .180 diameter, with head $\frac{1}{3}\frac{3}{2}$ inch diameter, at $2\frac{85}{100}$ cents per pound; No. 5 rivets, $\frac{3}{8}\frac{3}{2}$ inch under head, .158 inch diameter, with head $\frac{3}{8}$ inch diameter, at $3\frac{1}{2}$ cents per pound; No. 7 burrs, .045 inch thick, $\frac{3}{16}$ inch diameter, with hole .166 inch diameter, at $5\frac{3}{4}$ cents per pound; No. 8 burrs, .045 inch thick, $\frac{1}{3}\frac{5}{2}$ inch diameter, with hole .166 inch diameter, at $5\frac{75}{100}$ cents per pound.
F. P. May & Co.	Washington, D. C.	do	Barrett's files, 4-inch, Nos. 1 and 2, at 94 cents per dozen; 6-inch, No. 1, at $1.42 per dozen; knife files, 4-inch, No. 1, at 99 cents per dozen; round files, 4-inch, No. 0, at 80 cents per dozen; 6-inch, Nos. 0 and 1, at $1.04 per dozen; half-round, 4-inch, Nos. 00, 0, and 1, at 99 cents per dozen; 6-inch, Nos. 00 and 0, at $1.42 per dozen; pillar files, 4-inch, Nos. 0 and 1, at 94 cents per dozen; 4-inch, No. 4, at 99 cents per dozen; 6-inch, Nos. 00 and 0, at $1.21 per dozen; 6-inch, No. 1, at $1.30 per dozen; narrow pillar files, 4-inch, Nos. 0 and 1, at 94 cents per dozen; 6-inch, No. 0, at $1.21 per dozen; extra narrow pillar files, 4-inch, No. 1, at 94 cents per dozen; 6-inch, No. 0, at $1.21 per dozen; crossing files, 4-inch, Nos. 00, 0, and 1, at 99 cents per dozen; 6-inch, Nos. 00, 0, and 1, at $1.42 per dozen; square shin files, 4-inch, Nos. 1 and 2, at 81 cents per dozen; 6-inch, No. 0, at $1.12 per dozen; three-square shin files, 4-inch, No. 1, at $1.10 per dozen; 6-inch, No. 0, at $1.28 per dozen; hand files, 6-inch, Nos. 00 and 0, at $1.30 per dozen; 6-inch, No. 1, at $1.39 per dozen; warding files, 4-inch, Nos. 0 and 1, at 99 cents per dozen; metal saw files, 6-inch, Nos. 0 and 1, at $1.17 per dozen; taper cotter files, 6-inch, at 65 cents per dozen; 8-inch at 90 cents per dozen.
Frank W. McNeal.	New York, N. Y.	do	Toilet paper at $5.20 per case.
George F. Muth & Co.	Washington, D. C.	do	Gasoline at 11 cents per gallen; kerosene at 10 cents per gallon; muriatic acid at 3 cents per pound (empty carboys to be furnished by the Department for refilling); turpentine, 35 cents per gallon; putty, 2 cents per pound; Irish glue, 12 cents per pound.
F. M. McWilliams.	New York, N. Y.	do	Boiler compound at 90 cents per gallon; caustic potash at 9 cents per pound; borax crystals at 10 cents per pound; sal soda crystals at 3 cents per pound; Dixon's No. 2 finely pulverized flake graphite at 17 cents per pound; beeswax at 27 cents per pound; 12-foot flags at $6 each; 8-foot flags at $3.95 each; Ivory soap at $4.90 per case.
C. S. Osborne & Co.	Newark, N. J.	do	Cutting nippers, No. 12, at $34 per dozen.
Patterson, Gottfried & Hunter.	New York, N. Y.	do	Hand bastard files, 8-inch at 80 cents per dozen; 10-inch at $1.11 per dozen; 12-inch at $1.52 per dozen; hand smooth files, 8-inch at $1.03 per dozen; pillar bastard files, 6-inch at 60 cents per dozen; 8-inch at 80 cents per dozen; 10-inch at $1.11 per dozen; round bastard files, 6-inch at 49 cents per dozen; 8-inch at 63 cents per dozen; half-round bastard files, 8-inch at 94 cents per dozen; square bastard files, 6-inch at 53 cents per dozen; 8-inch at 74 cents per dozen; warding smooth files, 6-inch at 78 cents per dozen; mill bastard files, 6-inch at 49 cents per dozen; 8-inch at 62 cents per dozen; 10-inch at 82 cents per dozen; mill smooth files, 8-inch at 80 cents per dozen.

Reed & Prince Manufacturing Co.	Worcester, Mass.	do	No. 3 rivets, $\frac{21}{32}$ inch long under head, .158 inch diameter, with head $\frac{9}{32}$ inch diameter, and No. 3 rivets, $\frac{9}{32}$ inch long under head, .158 inch diameter, with head $\frac{9}{32}$ inch diameter, at $3\frac{1}{2}$ cents per pound.
Rudolph, West & Co.	Washington, D. C.	do	Flat varnish brushes, $1\frac{1}{2}$ inches wide, at 92 cents per dozen; French sash tools, XXX No. 2, at 48 cents per dozen; mop handles at 60 cents per dozen; corn knives at $3.25 per dozen; solder (half and half) at 10 cents per pound; white cotton waste at $6\frac{1}{2}$ cents per pound; vaseline at 5 cents per bottle; 8 ounce tacks at 3 cents per paper, and safety matches at 6 cents per dozen boxes.
The Beaver Soap Co	Dayton, Ohio	do	Grandpa's wonder soap (small size) at $3.60 per case (100 cakes in a case).
The Clauss Shear Co.	Tremont, Ohio	do	Ten-inch shears at $5.35 per dozen.
The National Carbon Co.	Cleveland, Ohio	do	$6 for 375 long and 375 short electric carbons.
J. T. Walker Sons	Washington, D. C.	do	Glue brushes $1\frac{1}{2}$ inches diameter at $2.40 per dozen; alcohol at $2 per gallon.
Washington Gas Light Co.	do	do	Globes for Lungren gaslight No. 16 at $5.40 per dozen.
Washburn & Moen Manufacturing Co.	Worcester, Mass.	do	Charcoal iron wire, sizes .164 to .220 inch diameter, at $3\frac{1}{2}$ cents per pound.
H. E. & C. D. Williams	New York, N. Y.	do	Ten-ounce skirting leather (10 side to a roll) at 32 cents per pound.
Johnson Bros.*	Washington, D. C.	do	Furnace coal at $4.08 per ton and pine wood at $3.19 per cord.
Charles Werner*	do	do	Soft coal at $2.20 per ton.
Purity Ice Co.*	do	do	Ice at 20 cents per 100 pounds.
Rudolph, West & Co.*	do	do	Corn brooms at $2.45 per dozen.
Cotton & Conrad*	do	do	Laundry, 29 cents per 100 towels.
L. Hopfenmaier*	do	do	Condemned jute at 66 cents per 100 pounds.
N. Frank & Sons*	Baltimore, Md	do	Condemned cotton canvas at $1.92 per 100 pounds.

* At Department contract price.

NOTE.—No contract in operation for furnishing mail locks and keys.

N.—*Itemized statement of the number, prices, and cost of all mail bags, and also th of wages, cotton canvas, etc., paid for during the fiscal year ended June 30, 185 of the appropriation for mail bags, mail catchers, etc.*

Articles purchased.	Size.	Number.	Price.	Itemized cost.	Agg co
Mail pouches, sacks, etc.:					
Canvas pouches with leather tops and bottoms	No. 2...	5,000	$3.50	$17,500.00	
Do	No. 3...	4,800	2.85	12,255.00	
Do	No. 4...	4,800	2.35	11,280.00	
Do	No. 5...	3,600	1.55	5,580.00	
					$46,
Do	No. 2...	710	2.71½	1,927.65	
Do	No. 3...	130	2.20	286.00	
Do	No. 4...	872	1.93	1,682.96	
					2,
Mail-catcher pouches	.....	4,631	1.75	.....	8,
Leather horse mail bags	No. 1...	200	4.69	.....	
Cotton canvas sacks for second, third, and fourth class matter	No. 1...	130,000	.90	*116,900.49	
Do	No. 3...	9,851	.33	3,250.83	
					120,
Jute canvas mail sacks	No. 1...	51,317	.4991	.....	25,
Inner registered mail sacks	No. 2...	1,674	.83625	1,399.88	
Do	No. 3...	343	.67625	231.96	
Do	No. 4...	285	.51625	147.13	
					1,
Foreign canvas sacks	No. 0...	165	.89	146.85	
Do	No. 1...	5,270	.79	4,163.30	
Do	No. 2...	4,553	.63	2,868.39	
Do	No. 3...	1,270	.21375	271.46	
					7,
Foreign registered mail sacks	No. 0...	151	.67375	101.74	
Do	No. 3...	49	.13125	6.43	
					1
Military machines	.....	10	92.50	.....	1
Open back No. 2 self-acting press and countershaft	.....	.....	.....	.....	1
Metropolitan tube injector	.....	.....	.....	.....	
One oil cabinet	.....	.....	.....	.....	
Air pump and tank	.....	.....	.....	.....	
Wire, charcoal iron, phosphor bronze, etc	.....	.....	.....	.....	1
Mail-pouch flaps, 400 for No. 3 and 500 for No. 4 pouches	.....	.....	.....	.....	
Special yacht duck for making horse bags, yards	.....	11,203	.....	.....	1,0
Steel for cord fasteners	.....	.....	.....	.....	4
Malleable-iron dogs for cord fasteners	.....	.....	.....	.....	8
Brass for grommets	.....	.....	.....	.....	1,4
Laundry	.....	.....	.....	.....	
Ice.....pounds	.....	44,730	.....	.....	1
Repairing pouches, sacks, etc.:					
Paid for labor	.....	.....	.....	.....	114,0
Repairs paid for by postmasters and allowed by this Office	.....	.....	.....	.....	1
Canvas for repairing.....yards	.....	14,231	.....	.....	1,4
Cord, thread, and twine	.....	.....	.....	.....	4,1
Beeswax	.....	.....	.....	.....	
Rivets and burrs	.....	.....	.....	.....	7
Galvanized-iron round rings	.....	.....	.....	.....	1
Brass grommets	.....	.....	.....	.....	1
Leather, etc	.....	.....	.....	.....	3
Traveling expenses and inspection for shop	.....	.....	.....	.....	1
Miscellaneous expenses for tools, stock, etc., used in the repair of mail bags	.....	.....	.....	.....	6
Total	.....	.....	.....	.....	341,9
Unexpended balance of appropriation	.....	.....	.....	.....	3,0
Appropriation	.....	.....	.....	.....	345,0

*The sum of $99.51 deducted for defective sacks.

RECAPITULATION.

Total number of bags purchased, 229,171, at a cost of	$214,6
New machinery	1,1
Special yacht duck for horse mail bags	1,0
Malleable-iron dogs and steel for cord fasteners	1,2
Brass for grommets	1,4
Labor and material for repairs	122,3
Total	341,9

O.—*Statement of expenditures out of the appropriation for mail locks and keys, chains, tools, and machinery, and for labor and material for repairing same, during the fiscal year ended June 30, 1897.*

Articles.	Itemized cost.	Aggregate cost.
Labor		$35,589.74
Brass (8,759½ pounds)	$926.70	
Bronze castings for inside street letter-box locks	250.00	
Shackles for locks (914 pounds)	40.21	
Steel (50,575½ pounds)	2,525.02	
German silver	176.81	
Wire, brass, steel, and phosphor bronze (3,139½ pounds)	483.39	
Box, drill, and shackle pins (4,350 pounds)	783.00	
Screws	134.20	
Emery wheels, drills, files, etc	217.90	
Belting, etc	54.31	
Waste (758 pounds)	51.17	
Key blanks (30,160)	628.33	
No. 2 screw machine	400.00	
Bronze key chains (5,220 long and 5,410 short)	941.75	
Royalty on 2,000 inside street letter-box locks	500.00	
		8,112.79
Laundry		8.97
Traveling expenses		202.29
Miscellaneous expenses for stock, tools, etc		978.31
Total		44,842.10
Unexpended balance of appropriation		157.90
Appropriation		45,000.00

P.—*Statement of expenditures out of the appropriation for rent of building for mail-bag and mail-lock repair shop, and for fuel, gas, watchmen, and charwomen, oil, and repair of machinery for same, during the fiscal year ended June 30, 1897.*

Items.	Cost.
Rent of building for mail-bag and mail-lock repair shops	$5,000.00
Rent of room for blacksmith	60.00
Wages paid charwomen	270.70
Repair of machinery	379.15
Belting for repairing	32.95
Coal (345$\frac{444}{2000}$ tons)	1,499.54
Wood (3 cords)	10.02
Charcoal (126 barrels)	37.50
Oil (382 gallons)	168.48
Gas	285.70
Total	7,741.04
Unexpended balance of appropriation	755.96
Appropriation	8,500.00

Q.—*Itemized statement of the number and kinds of bags repaired and made at the ington, D. C., mail-bag repair shop during the fiscal year ended June 30, 1897.*

Articles.	Size.	Number.	T
REPAIRED.			
Pouches	No. 2..	49,757	
Do	No. 3..	44,821	
Do	No. 4..	29,539	
Do	No. 5..	10,501	
			1
Through registered mail pouches	No. 1..	1,063	
Do	No. 2..	1,576	
Do	No. 3..	313	
Catcher pouches			
Horse mail bags	No. 1..	1,126	
Do	No. 2..	438	
Do	No. 3..	280	
Sacks for second, third, and fourth class matter	No. 1..	1,168,296	
Do	No. 2..	70,276	
Do	No. 3..	7,104	
			1,2
United States foreign registered sacks	No. 0..	215	
Do	No. 1..	341	
Do	No. 2..	165	
Do	No. 3..	63	
United States foreign canvas sacks	No. 0..	414	
Do	No. 1..	4,512	
Do	No. 2..	1,582	
Do	No. 3..	2,331	
Domestic inner registered sacks	No. 2..	1,346	
Do	No. 3..	431	
Do	No. 4..	695	
Sea island sacks			
Leather pouches for State Department			
Total number bags repaired			1,46
MADE.			
Leather mail pouches	No. 2..	*14	
Canvas mail pouches	No. 2..	4,866	
Do	No. 5..	2	
Standard mail pouches	No. 2..	22	
Do	No. 3..	22	
Do	No. 4..	22	
Do	No. 5..	22	
Standard catcher pouches			
Canvas horse-mail bags	No. 1..	1,043	1
Standard United States foreign canvas sacks	No. 0..	11	
Do	No. 1..	11	
Do	No. 2..	11	
Coin sacks			
Special pouches for street letter boxes			
Beasley pouches			
State Department pouches			
Snow-shoe pouches			
Pouches for German embassy			
Leather label cases for State Department			
Total number of bags made			

* Cut down from No. 1 pouches.

R.—*Itemized statement of the quantity of work done by the mail-lock repair shop, Washington, D. C., and contrast of the cost of same with the cost under last contracts during the fiscal year ended June 30, 1897.*

Articles.	Number.	Last contract price.	Cost at last contract price.
Eagle mail locks made	33,257	$0.45	$14,965.65
Eagle mail locks repaired	71,200	.33	23,496.00
Street letter-box padlocks made	4,168	.50	2,084.00
Street letter-box padlocks repaired	6,588	.30	1,976.40
Street letter-box inside locks repaired	2,704	.40	1,081.60
Special locks made	6	.50	3.00
Rotary locks repaired	3,153	.25	788.25
L B. locks made	2,818	.85	2,395.30
Eagle keys made	3,500	.08	280.00
Street letter-box padlock keys made	1,844	.09	165.96
Inside letter-box lock keys made	300	.15	45.00
L B. lock keys made	2,115	.15	317.25
Rotary lock keys made	200	.20	40.00
Cord fasteners made	150,700	.05749	8,663.74
Cord fasteners repaired	241,210	.0386	9,310.71
Label cases made (small)	2,324	.02	46.68
Label cases made (large)	17,960	.05	898.00
Brass label cases repaired	2,177	.022	47.89
Clips made (old style)	7,145	.01	71.45
New long clips made	8,000	.02	160.00
New short clips made	8,000	.0175	140.00
Grommets made	197,163	.006597	1,300.73
Special keys made	14	.09	1.26
Staples made, pounds	3,383½	.08	270.66
Rivets made, do	361¾	.055	19.98
Burrs made, do	232½	.075	17.40
Burrs made (double), do	1,962½	.075	147.19
Seals and hasps made (Beasley patent)	201	.18	36.18
Tools for making seals			350.00
Brass clamps repaired	595	.07983	4.75
Brass frames made for bags used in Baltimore	250	1.82	455.00
Special locks for Post-Office Department museum	20	5.00	100.00
Iron cockeyes made	1,008	.002	2.02
"D" rings made, pounds	50	.12	6.00
L B. locks repaired	82	.40	32.80
Total cost under old contract system			69,720.85

Cost of doing the above work in the lock shop under the lock-and-key appropriation.

Labor	$35,539.74
Material (stock, etc., bought)	8,112.79
Laundry	8.97
Traveling expenses	202.29
Miscellaneous expenses for tools, stock, etc	978.31
Total cost of labor and material	44,842.10
$44,842.10 deducted from $69,720.85 shows a saving to the Government under the new system amounting to	24,878.75

8.—*Table showing (in round numbers), for each of the past twenty-one years, the (1) number of post-offices; (2) appropriations for mail bags; (3) amount expended (including repairs) for mail bags; (4) cost of repairs of mail bags; (5) number of all kinds of bags bought; (6) number of postal clerks; (7) number of packages of letters handled by railway postal clerks; (8) number of sacks handled by railway postal clerks; (9) registered packages, pouches, and cases handled by railway postal clerks; (10) number of pieces of mail matter handled by railway postal clerks; (11) number of mail routes; (12) total length of mail routes; (13) number of miles of transportation of mails.*

Fiscal year.	Number post-offices first of fiscal year.	Appropriation for mail bags, etc.	Amount expended (including repairs).	Cost of repairs of bags.	Total number bags bought.	Number postal clerks.	Total number packages of letters handled by railway postal clerks.	Number sacks handled by railway postal clerks.	Registered packages, pouches, and cases handled by railway clerks.	Total number of pieces of mail matter handled by railway postal clerks.	Total number of mail routes.	Total length of mail routes.	Total number of miles of transportation of mails.
												Miles.	
1877.....	36,833	$175,000	$165,641	$37,389	93,700	2,500	.....	1,900,000	1,074,000	865,000,000	9,234	292,820	147,353,000
1878.....	37,345	200,000	140,275	34,469	78,798	2,608	28,005,000	4,072,000	9,250,000	2,215,000,000	9,917	301,966	157,185,000
1879.....	39,258	185,000	170,276	37,613	104,021	2,609	33,380,000	4,898,000	10,396,000	2,649,000,000	10,393	316,711	167,432,000
1880.....	40,878	185,000	146,601	42,191	63,814	2,946	41,982,000	6,528,000	11,703,000	2,658,000,000	11,112	343,888	178,237,000
1881.....	43,012	185,000	183,929	49,918	100,308	3,177	45,100,000	6,995,000	12,029,000	2,853,000,000	11,592	344,006	188,125,000
1882.....	44,512	200,000	198,380	51,156	102,500	3,570	53,880,000	8,528,000	14,804,000	3,443,000,000	12,295	343,618	194,902,000
1883.....	46,231	200,000	199,489	45,212	130,000	3,855	62,139,000	9,973,000	16,235,000	3,982,000,000	12,955	353,166	211,260,000
1884.....	47,863	200,000	217,258	46,129	129,800	3,963	69,886,000	11,494,000	17,036,000	4,520,000,000	13,419	359,530	227,533,000
1885.....	50,017	250,000	245,995	46,188	175,680	4,387	76,449,000	12,478,000	16,614,000	4,948,000,000	14,208	365,251	238,479,000
1886.....	51,252	275,000	269,138	48,464	221,662	4,573	82,587,000	13,305,000	16,323,000	5,330,000,000	22,799	387,286	258,788,000
1887.....	53,614	260,000	255,392	50,138	185,500	4,851	90,267,000	14,803,000	16,594,000	5,835,000,000	23,762	392,874	270,173,000
1888.....	55,157	275,000	247,030	54,087	196,300	5,094	98,273,000	17,310,000	16,904,000	6,528,000,000	24,869	403,976	287,251,000
1889.....	57,376	285,000	180,901	87,316	119,735	5,448	102,714,000	19,454,000	17,001,000	7,027,000,000	25,661	416,159	310,902,000
1890.....	58,999	225,000	222,857	84,915	150,531	5,836	111,514,000	21,952,000	17,715,000	7,848,000,000	27,105	427,991	327,409,000
1891.....	62,401	275,000	274,733	96,500	158,454	6,032	120,152,301	24,935,187	17,882,473	8,564,000,000	28,252	439,027	346,266,445
1892.....	67,113	260,000	259,928	100,898	183,440	6,417	127,895,966	27,413,183	18,178,685	9,245,994,775	29,842	447,591	363,087,695
1893.....	68,403	260,000	259,765	107,952	204,895	6,845	133,291,928	29,602,658	18,256,295	9,772,075,810	30,831	453,833	381,499,086
1894.....	69,305	260,000	259,997	128,781	195,868	6,856	135,188,256	30,842,957	15,253,586	10,033,973,790	31,597	454,746	396,809,866
1895.....	70,064	270,000	269,784	129,375	190,186	7,045	138,845,466	32,160,376	16,077,727	10,377,875,040	31,867	456,026	402,606,058
1896.....	70,360	270,000	269,827	129,180	190,187	7,408	147,420,641	35,129,984	16,446,170	11,166,323,240	32,112	463,813	409,388,424
1897.....	71,022	345,000	341,958	122,305	229,171	7,573	151,494,242	36,745,140	16,256,663	11,571,540,680	32,491	470,032	420,850,479

'.—*Statement of the number, kind, and condition of mail bags received by and handled and shipped from the Washington, D. C., mail-bag storehouse during the fiscal year ended June 30, 1897.*

	Pouches.					Through registered pouches.			Catcher pouches.
	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	No. 1.	No. 2.	No. 3.	
ceived from post-offices nd contractors in good ondition	.....	42,676	30,231	19,250	9,419	108	40	.....	15,927
ceived from post-offices n bad condition and sent o repair shop	2	60,853	49,202	31,716	12,471	940	1,116	98	72,120
ceived from repair shop	.....	54,689	44,821	29,529	10,503	1,063	1,576	318	69,801
Total of each kind received	2	158,166	124,254	80,495	32,393	2,111	2,732	416	157,848
ipped from storehouses	.....	97,593	75,145	48,086	18,179	1,112	1,523	48	85,422
Total of all kinds handled	2	255,759	199,399	128,581	50,572	3,223	4,255	464	243,270

	Horse mail bags.			Sacks for second, third, and fourth class matter.			United States foreign register sacks.			
	No. 1.	No. 2.	No. 3.	No. 1.	No. 2.	No. 3.	No. 0.	No. 1.	No. 2.	No. 3.
eceived from post-offices and contractors in good condition	364	81	128	929,845	166,395	86,266	151	520	497	896
Received from post-offices in bad condition and sent to repair shop	2,524	579	368	1,256,208	76,264	7,932	196	209	57	29
Received from repair shop	2,169	438	280	1,166,296	70,276	7,104	215	341	165	63
Total of each kind received	5,057	1,098	776	3,372,329	312,935	101,302	562	1,070	719	988
Shipped from storehouse	2,073	529	239	2,108,630	240,861	80,821	421	2,838	729	809
Total of all kinds handled	7,130	1,627	1,015	5,480,959	553,796	182,123	983	3,908	1,448	1,797

T.—*Statement of the number, kind, and condition of mail bags received by and handled and shipped from the Washington, D. C., mail-bag storehouse, etc.*—Continued.

	United States foreign canvas sacks.				Domestic inner registered sacks.				Waste sacks.
	No. 0.	No. 1.	No. 2.	No. 3.	No. 1.	No. 2.	No. 3.	No. 4.	
Received from post-offices and contractors in good condition	208	6,228	6,093	3,370	.....		374	379	166
Received from post-offices in bad condition and sent to repair shop	447	4,543	1,630	2,443	.....	1,777 1,750	626	101	384
Received from repair shop.	414	4,512	1,582	2,331	.....	1,346	431	695	.....
Total of each kind received	1,096	15,283	9,305	8,144	.....	4,873	1,431	1,175	492
Shipped from storehouse..	500	7,210	5,736	4,049	.....	1,952	991	169	1,343
Total of all kinds handled	1,569	22,493	15,041	12,193	.....	6,825	2,422	1,344	1,734

	Sea-island sacks.	Coin sacks.	Special pouches for letter boxes.	Beasley pouches.	State Department pouches.	Leather labels for State Department.	Snow-shoe pouches.	Pouches for German Embassy.
Received from post-offices and contractors in good condition.	3,140	.....	.....	.....	.....	.....	.....	.....
Received from post-offices in bad condition and sent to repair shop	105	.....	.....	.....	33	.....	.....	.....
Received from repair shop.	98	2,700	117	200	105	72	20	4
Total of each kind received	3,338	2,700	117	200	138	72	20	4
Shipped from storehouse..	2,830	3,750	117	200	105	72	4	4
Total of all kinds handled	6,168	6,450	234	400	243	144	24	8

Number of mail bags repaired 1,465,107
Number of mail bags made 9,170

U.—*Itemized statement showing (1) the number of mail bags of all kinds repaired, (2) the number condemned, and (3) what per cent of the mail bags was repaired, and what per cent was condemned at the Mail Bag Repair Shop during each of the last eight fiscal years.*

Fiscal year ending—	Carrier satchels.	Pouches.					Through registered pouches.		
		No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	No. 1.	No. 2.	No. 3.
June 30, 1890:									
Repaired	.....	322	24,382	23,829	17,290	5,843	1,575	1,162	421
Condemned	.....	16	96	221	216	210	165	172	115
June 30, 1891:									
Repaired	.....	233	28,120	24,664	18,362	6,672	1,030	569	146
Condemned	.....	3	53	97	92	67	166	139	30
June 30, 1892:									
Repaired	644	50	29,303	27,657	20,155	7,465	1,074	1,115	347
Condemned	.....	3	68	72	68	28	97	141	68
June 30, 1893:									
Repaired	.....	5	36,642	32,603	23,057	9,132	928	635	13
Condemned	.....	*705	126	116	109	27	.....	.....	.....
June 30, 1894:									
Repaired	.....	.....	61,704	44,467	31,389	13,413	1,216	1,902	520
Condemned	(†)	25	565	525	405	238	.....	1	15
June 30, 1895:									
Repaired	.....	.....	44,938	42,870	29,304	11,127	581	1,293	142
Condemned	.....	.....	1,763	1,782	1,384	670	.....	.....	.....
June 30, 1896:									
Repaired	.....	.....	47,210	42,958	27,527	11,393	1,349	1,435	253
Condemned	.....	.....	2,581	3,133	2,497	1,205	7	15	9
June 30, 1897:									
Repaired	.....	.....	49,757	44,821	29,529	10,501	1,063	1,576	318
Condemned	.....	.....	1,118	1,018	1,006	392	.....	1	1

Fiscal year ending—	Catcher pouches.	Horse mail bags.			Sacks for second, third, and fourth-class matter.			United States foreign registered sacks.			
		No. 1.	No. 2.	No. 3.	No. 1.	No. 2.	No. 3.	No. 0.	No. 1.	No. 2.	No. 3.
June 30, 1890:											
Repaired	16,026	870	718	334	651,587	49,375	12,721	.....	.....	.....	500
Condemned	2,509	535	293	93	42,540	1,882	.....	.....	.....	.....	.....
June 30, 1891:											
Repaired	19,059	684	505	242	1,071,220	42,800	4,488	.....	.....	.....	.....
Condemned	2,719	490	326	115	32,028	599	28	.....	.....	.....	.....
June 30, 1892:											
Repaired	28,364	479	356	‡409	1,062,898	56,977	6,752	34	255	114	28
Condemned	1,443	517	219	50	140,463	283	175	10	65	35	32
June 30, 1893:											
Repaired	38,221	363	267	§315	1,015,354	70,987	10,972	.....	.....	52	.....
Condemned	332	351	289	116	55,988	618	71	.....	.....	17	.....
June 30, 1894:											
Repaired	45,934	536	479	257	1,042,343	86,462	6,686	94	295	61	20
Condemned	36	759	527	183	73,314	785	571	1	8	20	23
June 30, 1895:											
Repaired	49,183	669	253	255	1,224,098	91,462	4,767	40	74	29	7
Condemned	.....	696	515	243	85,320	1,648	291	.....	6	2	4
June 30, 1896:											
Repaired	51,776	913	212	166	1,370,077	65,200	10,064	96	253	158	20
Condemned	5,239	587	348	203	159,172	6,991	233	12	100	10	2
June 30, 1897:											
Repaired	69,801	1,126	438	280	1,166,296	70,276	7,104	215	341	165	63
Condemned	2,907	410	189	98	95,788	6,317	312	21	8	9	5

* Condemned and made over into No. 2 pouches.
† 220 carrier satchels and miscellaneous sacks.
‡ 160 of these were made from parts of condemned No. 1 and No. 2 horse mail bags.
§ 95 of these were made from parts of condemned No. 1 and No. 2 horse mail bags

U.—*Itemized statement showing (1) the number of mail bags of all kinds repaired, number condemned, and (2) what per cent of the mail bags was repaired, and per cent was condemned at the Mail Bag Repair Shop during each of the last fiscal years*—Continued.

	United States foreign canvas sacks.				Domestic inner registered sa		
	No. 0.	No. 1.	No. 2.	No. 3.	No. 1.	No. 2.	No. 3.
June 30, 1890:							
Repaired	129	2,152	1,121	.....	151	342	81
Condemned	.....	89	56	6	28	27	9
June 30, 1891:							
Repaired	.....	2,702	216	279	350	2,189	1,412
Condemned	455	981	297	142	6	21	134
June 30, 1892:							
Repaired	636	2,489	308	407	352	877	216
Condemned	39	546	76	10	157	7	.....
June 30, 1893:							
Repaired	30	119	23	2,911	5	949	.....
Condemned	18	195	47	60	*700	7	.....
June 30, 1894:							
Repaired	359	3,484	1,602	3,059	.....	1,670	859
Condemned	41	291	54	195	23	319	54
June 30, 1895:							
Repaired	594	2,797	814	1,889	.....	1,928	503
Condemned	3	82	30	125	129	1,732	862
June 30, 1896:							
Repaired	1,260	5,227	2,362	2,639	.....	89	227
Condemned	12	95	18	25	.....	156	87
June 30, 1897:							
Repaired	414	4,512	1,582	2,331	.....	1,346	431
Condemned	33	81	48	112	.....	654	325

	Boyle pouches.	Sea-island sacks.	Sacks for waste.	Special sacks.	Leather pouches for State Department.	Total number of mail bags repaired and condemned each year.	Percent mail repaire condei each
June 30, 1890:							
Repaired	.....	.....	.....	.....	.....	810,956	
Condemned	.....	.....	.....	.....	.....	49,280	
June 30, 1891:							
Repaired	.....	.....	.....	.....	.....	1,227,550	
Condemned	.....	.....	.....	.....	.....	39,051	
June 30, 1892:							
Repaired	.....	.....	.....	.....	.....	1,249,825	
Condemned	.....	.....	.....	.....	.....	144,663	
June 30, 1893:							
Repaired	.....	.....	.....	.....	.....	1,244,083	
Condemned	.....	.....	.....	.....	.....	59,842	
June 30, 1894:							
Repaired	.....	.....	.....	.....	.....	1,838,970	
Condemned	.....	.....	.....	.....	.....	79,718	
June 30, 1895:							
Repaired	.....	.....	.....	.....	.....	1,518,187	
Condemned	.....	.....	.....	.....	.....	97,604	
June 30, 1896:							
Repaired	.....	.....	.....	.....	.....	1,643,189	
Condemned	.....	.....	.....	.....	.....	182,823	
June 30, 1897:							
Repaired	.....	93	.....	.....	33	1,465,107	
Condemned	.....	12	.....	.....	.....	111,466	

* Condemned and made over into No. 2 sacks.

.—*Table showing the number of each size of various kinds of mail bags used by the post-office at New York, N. Y., during each month of the fiscal year ended June 30, 1897, and the sum total for that year.*

Month.	Pouches.				Through registered pouches.		
	No. 2.	No. 3.	No. 4.	No. 5.	No. 1.	No. 2.	No. 3.
uly, 1896	16,899	39,573	44,520	14,636	864	1,964	.....
ugust, 1896	17,619	38,281	44,522	13,539	850	2,100	.....
eptember, 1896	19,104	34,753	30,488	13,508	1,085	1,740	.....
ctober, 1896	18,850	37,358	29,419	13,259	1,327	2,311	.....
ovember, 1896	17,788	35,514	28,160	12,753	1,211	2,525	.....
ecember, 1896	19,258	38,293	29,284	13,155	1,361	2,455	.....
anuary, 1897	*19,970	38,075	28,990	11,703	1,605	2,170	.....
ebruary, 1897	17,469	34,006	27,620	10,808	1,505	2,032	.....
arch, 1897	20,326	37,576	29,398	11,351	1,720	2,112	.....
pril, 1897	19,470	37,385	30,416	11,317	1,687	2,196	.....
ay, 1897	19,278	34,673	29,560	11,041	1,660	2,118	.....
une, 1897	19,182	34,999	29,776	11,033	1,665	1,992	.....
Total	225,013	440,486	328,153	148,103	16,540	25,715	.....
Grand total	1,141,755				42,255		

Month.	Inner registerod sacks.				Sacks for second, third, and fourth class matter.		
	No. 1.	No. 2.	No. 3.	No. 4.	No. 1.	No. 2.	No. 3.
July, 1896	.....	543	660	160	428,128	35,484	1,863
August, 1896	100	470	600	150	442,875	33,708	2,476
September, 1896	30	510	800	732	390,216	41,030	2,350
October, 1896	75	485	850	271	415,430	27,977	878
November, 1896	72	2,058	1,195	491	390,108	24,556	681
December, 1896	70	560	945	249	433,937	35,289	895
January, 1897	52	610	675	293	415,346	25,691	828
February, 1897	125	538	618	204	378,694	19,263	4,451
March, 1897	175	755	880	241	414,787	28,762	4,614
April, 1897	215	619	675	155	410,800	23,643	764
May, 1897	250	605	624	123	401,703	24,597	944
June, 1897	239	558	532	319	379,125	22,745	810
Total	1,403	8,311	9,054	3,388	4,901,149	342,740	21,554
Grand total	22,156				5,265,443		

*One No. 1 included.

V.—*Table showing the number of each size of various kinds of mail bags used by the post-office at New York, N. Y., etc.*—Continued.

Month.	Catcher pouches.	Foreign canvas sacks.			
		No. 0.	No. 1.	No. 2.	No. 3.
July, 1896	3,631	748	6,139	2,803	2,863
August, 1896	3,903	967	6,696	2,466	3,029
September, 1896	3,970	112	8,896	2,705	2,042
October, 1896	5,542	303	7,428	6,463	3,195
November, 1896	6,975	357	11,327	4,265	1,699
December, 1896	4,813	92	8,615	2,857	2,614
January, 1897	4,608	218	7,608	2,916	2,498
February, 1897	4,178	232	6,772	2,631	1,398
March, 1897	5,163	462	8,682	4,327	3,882
April, 1897	4,104	343	8,440	3,528	2,808
May, 1897	4,240	284	8,530	3,288	2,715
June, 1897	4,288	308	9,744	3,998	2,895
Total	55,508	4,426	98,877	42,247	41,068
Grand total	55,508	186,618			

Month.	Foreign registered sacks.				Mail locks.	
	No. 0.	No. 1.	No. 2.	No. 3.	Through registered.	Eagle.
July, 1896	241	296	90	100	5,430	125,241
August, 1896	233	311	77	122	4,997	127,655
September, 1896	75	983	487	552	4,897	100,638
October, 1896	27	756	45	20	5,319	101,622
November, 1896	149	1,108	15	25	5,181	98,090
December, 1896	255	1,185	65	50	5,640	97,010
January, 1897	205	965	20	.....	5,444	92,541
February, 1897	75	1,000	15	.....	5,014	89,063
March, 1897	271	1,180	.....	50	5,516	97,104
April, 1897	200	1,015	10	.....	5,342	97,228
May, 1897	165	1,060	20	.....	5,325	91,764
June, 1897	200	1,365	45	10	5,265	94,730
Total	2,096	11,224	889	938	63,350	1,214,196
Grand total	15,147				1,277,546	

amount of mail equipment [illegible]
often during the fiscal year ending [illegible]

	Pouches			
	No. 2.	No. 3.	[illegible]	
[illegible]	16,983	7,200	[illegible]	
[illegible]	22,952	218,13[illegible]	[illegible]	
[illegible]	61,675	20,00[illegible]	[illegible]	
[illegible]	26,097	42,83[illegible]	[illegible]	
[illegible]	225,013	440,48[illegible]	[illegible]	
[illegible]	50,852	24,71[illegible]	[illegible]	
[illegible]	40,181	23,72[illegible]	[illegible]	
[illegible]	50,166	85,31[illegible]	[illegible]	
[illegible]	805,018	854,61[illegible]	[illegible]	
[illegible]		2,39[illegible]		

	Inner registered sacks	
	No. 1.	No. 2.
[illegible]	[illegible]	
[illegible]	[illegible]	
[illegible]	[illegible]	
[illegible]	[illegible]	
[illegible]	1,403	[illegible]
[illegible]	[illegible]	
[illegible]	[illegible]	
[illegible]	1,40[illegible]	[illegible]
[illegible]		[illegible]

	Catcher pouches	[illegible]
[illegible]	[illegible]	
[illegible]	[illegible]	
[illegible]	[illegible]	
[illegible]	[illegible]	
[illegible]	[illegible]	
[illegible]	[illegible]	
[illegible]	[illegible]	
[illegible]	[illegible]	
[illegible]	[illegible]	

[illegible]

[illegible] 8
[illegible] 8
[illegible]
[illegible] —
[illegible] il.
[illegible] —
[illegible] 7,405
[illegible] 7,602
[illegible] 197
[illegible] —

V.—*Statement of work done at the mail bag repair shop during the fiscal year end June 30, 1897.*

	Pouches.					Through register pouches.		
	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	No. 1.	No. 2.	No
On hand at beginning of fiscal year.	12	2,215	980	381	187	668	1,108	
Received from all sources	2	103,529	79,433	50,966	21,890	1,048	1,156	
Total	14	105,744	80,413	51,347	22,077	1,716	2,264	
Condemned and retired from service	.....	1,118	1,018	1,006	392	.....	1	
Balance	a 14	104,626	79,395	50,341	21,685	1,716	2,263	
Repaired and turned over to storehouse	.....	49,757	44,821	29,529	10,501	1,063	1,576	
Remaining on hand	.....	54,869	34,574	20,812	11,184	653	687	

	Catcher pouches.	Horse mail bags.			Sacks for second, third, and fourth class matter.		
		No. 1.	No. 2.	No. 3.	No. 1.	No. 2.	No.
On hand at beginning of fiscal year.	863	335	49	82	6,300	697	.....
Received from all sources	88,047	2,888	660	496	2,206,033	242,659	94,
Total	88,910	3,223	709	578	2,212,333	243,356	94,
Condemned and retired from service	2,907	410	189	98	95,788	6,317	
Balance	86,003	2,813	520	480	2,116,545	237,039	93,
Repaired and turned over to storehouse	69,801	1,126	488	280	1,166,296	70,276	7,
Remaining on hand	16,202	1,687	82	200	950,249	166,763	86,

	Inner registered sacks.			United States foreign registered sacks.				United States foreign canvas sacks.			
	No. 2.	No. 3.	No. 4.	No. 0.	No. 1.	No. 2.	No. 3.	No. 0.	No. 1.	No. 2.	No.
On hand at beginning of fiscal year	1,029	383	791	40	140	117	39	.....	.....	.....	
Received from all sources	3,527	1,000	480	347	729	554	925	655	10,771	7,723	5,
Total	4,556	1,385	1,271	387	869	671	964	655	10,771	7,723	5,
Condemned and retired from service	654	325	151	21	8	9	5	33	31	48	1
Balance	3,902	1,058	1,120	366	861	662	959	622	10,740	7,675	5,
Repaired and turned over to storehouse	1,346	431	695	215	341	165	63	414	4,512	1,582	2,
Remaining on hand	2,556	627	435	151	520	497	896	208	6,228	6,093	3,

a Cut down to No. 2 pouches.

Y.—*Statement of the number and kind of pouches* [illegible] *house at Washington, D. C., during the fiscal year* [illegible]

	Pouches.							
	No. 1.	No. 2.	No. 3.	[illegible]				
On hand at beginning of fiscal year		2,653	[illegible]					
Received from repair shop		54,[illegible]	[illegible]	[illegible]				
Received from post-offices and contractors in good condition		42,674	[illegible]	[illegible]				
Total		[illegible]	[illegible]	[illegible]				
Shipped		[illegible]	[illegible]	[illegible]				
Balance available for issue		2,772	[illegible]	[illegible]				

	Catcher pouches.	Hand mail bags.						
		No. 1.	No. 2.	No. 3.				
On hand at beginning of fiscal year	294	[illegible]	[illegible]	[illegible]				
Received from repair shop	69,901	2,[illegible]	[illegible]	[illegible]				
Received from post-offices and contractors in good condition	15,927	[illegible]	[illegible]	[illegible]				
Total	[illegible]	2,[illegible]	[illegible]	[illegible]				
Shipped	85,422	2,[illegible]	[illegible]	[illegible]				
Balance available for issue	[illegible]	522	[illegible]	[illegible]				

	Inner registered sacks.								
	No. 2.	No. 3.	No. 4.	No. 5.					
On hand at beginning of fiscal year	148	295	[illegible]	[illegible]					
Received from repair shop	11,346	[illegible]	[illegible]	[illegible]					
Received from post-offices and contractors in good condition	1,777	[illegible]	[illegible]	[illegible]					
Total	[illegible]	[illegible]	[illegible]	[illegible]					
Shipped	[illegible]	[illegible]	[illegible]	[illegible]					
Balance available for issue	[illegible]	[illegible]	[illegible]	[illegible]					

REPORT

OF THE

GENERAL SUPERINTENDENT OF RAILWAY MAIL SERVICE

FOR THE

FISCAL YEAR ENDED JUNE 30, 1897.

REPORT

OF THE

ENERAL SUPERINTENDENT OF RAILWAY MAIL SERVICE

TO THE

SECOND ASSISTANT POSTMASTER-GENERAL FOR 1897.

POST OFFICE DEPARTMENT,
OFFICE OF THE GENERAL SUPERINTENDENT,
RAILWAY MAIL SERVICE,
Washington, D. C., October 2, 1897.

R: I herewith submit my annual report of the operations of the ray Mail Service for the year ended June 30, 1897, consisting of stical tables showing the extent of the service, number of clerks, run, mail distributed, examinations passed, errors made, compari- with former years, casualties, etc., together with a statement of ost of the service during the past fiscal year, the probable cost g the present year, and estimates of the amounts necessary to tain the service during the year ending June 30, 1899.

NUMBER OF LINES AND CLERKS.

ere were in operation on the 30th of June, 1897, 1,164 railway post- lines, manned by 3,868 crews, aggregating 6,854 clerks (including ting clerks); 33 electric and cable car lines, with 87 crews and 102 s (including 12 acting clerks); 42 inland steamboat lines, with 57 and 57 clerks (including 6 acting clerks for summer service), ng a total of 1,239 lines of all kinds manned by 7,013 clerks. only covers the working force on the lines. In addition there 311 transfer clerks, employed in handling the mails at important s and junctions, and 278 clerks detailed to clerical duty in the ns offices of the service, making a grand total of 7,602 clerks nted to the service, an increase during the year of 197 clerks, as n by the accompanying table:

Year.	Employed on rail-road lines.	Employed on steam-boat lines.	Employed on electric lines.	Detailed to transfer duty.	Detailed to office duty.	Total.
.....	6,704	45	75	310	271	7,405
.....	6,854	57	102	311	278	a 7,602
crease	150	12	27	1	7	197

a Including 29 acting clerks.

V.—*Table showing the number of each size of various kinds of mail bags used by the post-office at New York, N. Y., etc.*—Continued.

Month.	Catcher pouches.	Foreign canvas sacks.			
		No. 0.	No. 1.	No. 2.	No. 3.
July, 1896	3,631	748	6,139	2,803	2,882
August, 1896	3,903	967	6,696	2,466	2,928
September, 1896	3,970	112	8,896	2,705	2,662
October, 1896	5,542	303	7,428	6,463	8,186
November, 1896	6,975	357	11,327	4,265	1,689
December, 1896	4,813	92	8,615	2,857	2,614
January, 1897	4,608	218	7,608	2,916	2,480
February, 1897	4,178	232	6,772	2,631	2,366
March, 1897	5,163	462	8,682	4,327	2,883
April, 1897	4,104	343	8,440	3,528	2,806
May, 1897	4,240	284	8,530	3,268	2,715
June, 1897	4,288	308	9,744	3,996	2,895
Total	55,508	4,426	98,877	43,247	41,068
Grand total	55,508	186,618			

Month.	Foreign registered sacks.				Mail locks.	
	No. 0.	No. 1.	No. 2.	No. 3.	Through registered.	Eagle.
July, 1896	241	296	90	100	5,439	125,241
August, 1896	233	311	77	122	4,997	127,695
September, 1896	75	963	487	552	4,897	100,638
October, 1896	27	756	45	20	5,319	101,622
November, 1896	149	1,108	15	25	5,121	98,090
December, 1896	255	1,185	65	50	5,640	97,010
January, 1897	205	965	20	.....	5,444	92,541
February, 1897	75	1,000	15	.....	5,014	89,063
March, 1897	271	1,180	.....	59	5,516	97,104
April, 1897	200	1,015	10	.....	5,342	97,228
May, 1897	165	1,060	20	.....	5,325	91,764
June, 1897	200	1,365	45	10	5,285	94,790
Total	2,096	11,224	889	938	63,350	1,214,196
Grand total	15,147				1,277,546	

V.—Table showing amount of mail equipment used in each of the eight grand depository offices during the fiscal year ending June 30, 1897.

	Pouches.				Through registered pouches.		
	No. 2.	No. 3.	No. 4.	No. 5.	No. 1.	No. 2.	No. 3.
tlanta, Ga	18,083	7,200	3,842	2,835	306	7,749	.....
oston, Mass	92,952	218,131	151,840	74,091	1,957	9,559	2,695
hicago, Ill	61,675	39,001	18,772	4,109	5,845	33,937	.....
incinnati, Ohio	38,097	42,835	36,325	18,064	1,122	14,258	1,806
ew York, N. Y	225,012	440,486	382,153	148,103	16,540	25,715	.....
t. Louis, Mo	59,852	34,713	23,548	1,428	9,513	17,027	273
t. Paul, Minn	40,181	23,733	17,579	367	1,234	5,693	.....
an Francisco, Cal	59,166	53,313	17,472	1,103	1,822	3,953	392
Total	595,018	859,412	651,531	250,200	38,339	117,891	5,166
Grand total	2,356,161				161,396		

	Inner registered sacks.				Sacks for second, third, and fourth class matter.		
	No. 1.	No. 2.	No. 3.	No. 4.	No. 1.	No. 2.	No. 3.
Atlanta, Ga	.....	2,861	.....	.....	234,732	1,153	289
Boston, Mass	.....	8,781	5,195	75	1,655,021	26,996	9,138
Chicago, Ill	.....	12,048	37	.....	1,983,518	13,202	3,446
Cincinnati, Ohio	.....	2,422	4,285	3,811	838,307	18,220	6,410
New York, N. Y	1,403	8,311	9,054	3,388	4,901,149	342,740	21,554
St. Louis, Mo	.....	31,779	44	8	998,572	112,950	325
St. Paul, Minn	.....	4,416	.....	.....	555,660	8,812	.....
San Francisco, Cal	.....	12,286	460	6	612,841	7,176	1,243
Total	1,403	82,904	19,075	7,288	11,779,800	531,249	42,405
Grand total	110,670				12,353,454		

	Catcher pouches.	Horse mail bags.			Foreign canvas bags.			
		No. 1.	No. 2.	No. 3.	No. 0.	No. 1.	No. 2.	No. 3.
Atlanta, Ga	6,911	3	62	27	.....	.....	.....	.....
Boston, Mass	11,136	.....	.....	.....	1,074	7,807	5,600	142
Chicago, Ill	10,387	.....	.....	.....	1,286	4,307	2,527	5,398
Cincinnati, Ohio	9,422	11	12	11	.....	.....	.....	.....
New York, N. Y	55,505	.....	.....	.....	4,426	98,877	42,247	41,068
St. Louis, Mo	7,316	13	15	19	45	695	1,532	5,417
St. Paul, Minn	2,530	1	1	1	.....	.....	.....	.....
San Francisco, Cal	6,280	4	4	5	176	10,885	1,166	1,913
Total	109,487	32	94	63	7,007	122,571	53,072	53,938
Grand total	109,487	189			236,588			

	Foreign registered sacks.				Mail locks.	
	No. 0.	No. 1.	No. 2.	No. 3.	Through registered.	Eagle.
Atlanta, Ga	.....	.....	.....	.....	10,923	35,131
Boston, Mass	10	943	2,513	856	14,171	508,166
Chicago, Ill	.....	.....	15	15	50,428	47,849
Cincinnati, Ohio	.....	.....	.....	.....	27,700	132,763
New York, N. Y	2,096	11,224	889	938	63,350	1,214,196
St. Louis, Mo	.....	.....	.....	.....	58,727	117,424
St. Paul, Minn	.....	.....	.....	.....	11,341	82,767
San Francisco, Cal	188	695	223	23	18,991	127,451
Total	2,294	12,862	3,640	1,832	255,626	2,265,747
Grand total	20,628				2,521,373	

V.—*Table showing the number of each size of various [illegible] during the fiscal year end[ed] office at New York, N. Y., etc.*

Month.	Catcher pouches.				Through registered pouches.		
				No. 5.	No. 1.	No. 2.	No
July, 1896			81	187	668	1,108	
August, 1896			486	21,890	1,048	1,156	
September, 1896							
October, 1896			1,347	22,077	1,716	2,264	
November, 1896			1,086	392	.....	1	
December, 1896							
January, 1897			50,341	21,685	1,716	2,263	
February, 1897			29,529	10,501	1,063	1,576	
March, 1897							
April, 1897			20,812	11,184	653	687	
May, 1897							
June, 1897							
Total							
Grand total							

Month.	[illegible] mail bags.		Sacks for second, third, and fourth class matter.		
	No. 2.	No. 3.	No. 1.	No. 2.	No
July, 1896	49	82	6,300	697	
August, 1896	660	496	2,206,033	242,659	94
September, 1896					
October, 1896	709	578	2,212,333	243,356	94
November, 1896	189	98	95,788	6,317	
December, 1896					
January, 1897	520	480	2,116,545	237,039	93
February, 1897	438	280	1,166,296	70,276	7
March, 1897					
April, 1897	83	200	950,249	166,763	8
May, 1897					
June, 1897					
Total					
Grand [illegible]					

[illegible]	[illegible]	United States foreign registered sacks.				United States foreign canvas sacks.			
	No. 4.	No. 0.	No. 1.	No. 2.	No. 3.	No. 0.	No. 1.	No. 2.	
[illegible]	791	40	140	117	89	.....	.....	.....	
[illegible]	480	347	729	554	925	655	10,771	7,728	
[illegible]	1,271	387	869	671	964	655	10,771	7,728	
[illegible]	151	21	8	9	5	33	31	48	
[illegible]	1,120	366	861	662	959	622	10,740	7,675	
[illegible]	695	215	841	165	63	414	4,512	1,582	
[illegible]	435	151	520	497	896	208	6,228	6,093	

[illegible] down to No. 2 pouches.

Y.—*Statement of the number and kind of pouches and sacks handled in the mail bag storehouse at Washington, D. C., during the fiscal year ending June 30, 1897.*

	Pouches.					Through registered pouches.		
	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	No. 1.	No. 2.	No. 3.
On hand at beginning of fiscal year	.....	2,653	1,340	335	482	436	552	505
Received from repair shop	.....	54,637	44,821	29,529	10,503	1,063	1,576	318
Received from post-offices and contractors in good condition	.....	42,676	30,231	19,250	9,419	108	40	.....
Total	.....	99,966	76,392	49,114	20,404	1,607	2,168	823
Shipped	.....	97,593	75,145	48,086	18,179	1,112	1,523	48
Balance available for issue	.....	2,373	1,247	1,028	2,225	495	645	775

	Catcher pouches.	Horse mail bags.			Sacks for second, third, and fourth class matter.		
		No. 1.	No. 2.	No. 3.	No. 1.	No. 2.	No. 3.
On hand at beginning of fiscal year	294	63	15	141	2,547	8,791	9,681
Received from repair shop	69,801	2,169	438	280	1,166,296	70,276	7,104
Received from post-offices and contractors in good condition	15,927	364	81	128	949,825	166,395	86,266
Total	86,022	2,596	534	549	2,118,668	245,462	103,051
Shipped	85,422	2,073	529	239	2,108,630	240,861	80,821
Balance available for issue	600	523	5	310	10,038	4,601	22,230

	Inner registered sacks.			United States foreign registered sacks.				United States foreign canvas sacks.			
	No. 2.	No. 3.	No. 4.	No. 0.	No. 1.	No. 2.	No. 3.	No. 0.	No. 1.	No. 2.	No. 3.
On hand at beginning of fiscal year	108	265	194	1,426	1,994	977	1,680	1,470	6,640	2,356	2,450
Received from repair shop	11,346	431	695	215	341	165	63	414	4,512	1,582	2,331
Received from post-offices and contractors in good condition	1,777	374	379	151	520	497	896	208	6,228	6,093	3,370
Total	13,231	1,070	1,268	1,792	2,855	1,639	2,639	2,092	17,380	10,031	8,151
Shipped	1,952	991	169	421	2,838	729	809	500	7,210	5,736	4,049
Balance available for issue	11,279	79	1,099	1,371	17	910	1,830	1,592	10,170	4,295	4,102

REPORT

OF THE

NERAL SUPERINTENDENT OF RAILWAY MAIL SERVICE

FOR THE

FISCAL YEAR ENDED JUNE 30, 1897.

obligations which rest upon its employees. At the time the service was last organized, in 1883, there was not a line in the United States upon which more than five men were employed in any one crew upon any train. We now have crews that number from twenty to twenty-five men. We run as high as six postal cars on one train, in which is performed a distribution covering the mail for nearly one-third of the United States. The handling of these heavy mails, the management of so large a force of men, and the superintendence of many things not thought of twenty years ago call for executive ability of a high order in those who have charge of these heavy mail trains, and mental capacity and physical endurance in the subordinate clerks far exceeding that required when the present organization was effected.

The postal service can without exaggeration be said to rank with recognized professions, such as medicine and law. By continued effort and unswerving persistency of purpose the service has attained a degree of efficiency of which those in control fifteen or twenty years ago might have dreamed, but hardly hoped to attain. One has but to scan the reports of past years to note the increase in the amount of mail, which has far exceeded the increase in the number of clerks; observe the increase in efficiency as shown by the reduced number of errors in distribution, the increased number of case examinations, and the improvement in accuracy, to realize in some measure the change that has taken place. That change could only have taken place through the hearty cooperation of the clerks and their unremitting efforts to assist the Department in steadily building up the service and placing higher and still higher from year to year the standard of excellence. They are entitled to some substantial recognition of their efforts; they have a right to claim, I think, that the "laborer is worthy of his hire," and that their compensation shall increase in some fair proportion to the increased responsibility placed upon them, and the increased labor demanded of them.

It seems hardly necessary to again refer to the dangerous character of the work these men perform. The record of the casualties of the past year, as shown in this report, speaks more eloquently in their behalf than anything I might write here. I therefore simply reprint the reclassification bill which passed the Senate at its last session, and which I trust will receive the favorable consideration and approval of the House of Representatives during the coming winter.

A BILL to reclassify railway postal clerks and prescribe their salaries.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That on and after the first day of July, eighteen hundred and ninety-eight, employees of the Post-Office Department known as railway postal clerks shall be divided into ten classes and be paid according to the following rates per annum: First class, not exceeding eight hundred dollars; second class shall receive nine hundred dollars; third class shall receive one thousand dollars; fourth class shall receive one thousand one hundred dollars; fifth class shall receive one thousand two hundred dollars; sixth class shall receive one thousand three hundred dollars; seventh class shall receive one thousand four hundred dollars; eighth class shall receive one thousand five hundred dollars; ninth class shall receive one thousand six hundred dollars; tenth class shall receive one thousand eight hundred dollars.

The Postmaster-General may, however, in his discretion, temporarily reduce the salary of any clerk as a penalty for delinquency or misconduct in such sum as he may deem necessary for the maintenance of discipline and efficient service; such reductions to be based upon a demerit system, which shall be uniform throughout the service.

That the original appointments to the position of railway postal clerk shall be made to class one for a probationary period of six months from the date of the same, less such time as the appointee may have performed service as a substitute clerk, as provided by the postal laws and regulations and the civil-service laws and regulations; and no permanent appointment shall be made before the expiration of the

ionary period, and then only when the appointee shall have shown himself ent in his duties, fully competent to perform the same, and has made a satisy record.

notions shall be based solely upon efficiency, faithfulness, and good conduct, e clerk must serve at least six months in each class before being promoted to er class: *Provided*, That on lines upon which railway post-office cars have been ized by the Postmaster-General a clerk appointed to a crew of five or more after having passed the probationary period, be appointed a clerk of class two, he proves himself proficient in his duties and has made a satisfactory record, ll within a year after receiving his permanent appointment be promoted to hree, and shall not be further promoted unless there is a vacancy in a higher but if he is appointed to a crew of two, three, or four clerks, and continues e a satisfactory record, then he shall be advanced one grade each year until ll have reached the maximum class of the lowest grade in the car to which he gned, as hereinafter provided for.

ines upon which full railway post-office cars have not been authorized by the aster-General, where but one clerk to a car is appointed to perform the duties ho runs an average of one hundred and ten miles or more per day, he shall be s five.

ıe daily average of miles run is less than one hundred and ten, and not less ne hundred, the clerk shall be of class four; if less than one hundred and not an ninety, the clerk shall be of class three; if less than ninety and more than , the clerk shall be of class two. If the average distance run is eighty miles , the clerk shall be of class one, and the salary shall be not less than ten dolır annum for each mile of the daily average of miles run: *Provided*, That the of these classes, assigned as above, are employed exclusively by the Post-Department.

ines upon which full railway post-office cars have not been authorized by the aster-General, where more than one clerk is assigned to duty in a car, the addiclerks shall be of classes lower than the clerk in charge, except where the s of class one; and in no case shall such additional clerks be of a class higher lass four. Where helpers are assigned to do duty on such lines, they shall not a class higher than class three.

ines upon which full railway post-office cars are run by order of the Post-Office tment, and to which two clerks to a crew are assigned, there shall be one of class eight and one clerk of class six or lower, as hereinbefore provided for.

ines upon which full railway post-office cars are run by order of the Post-Office tment, and to which three clerks to a crew are assigned, there shall be one of class eight, one clerk of class six, and one clerk of class five or lower, as before provided for.

ines on which full railway post-office cars are run by order of the Post-Office tment, and to which four clerks to a crew are assigned, there shall be one of class eight, one clerk of class six, one clerk of class five, and one clerk of our or lower, as hereinfore provided for.

ines upon which full railway post-office cars are run by order of the Post-Office tment, and to which five or more clerks to a crew are assigned, there shall be ırk of class eight, one clerk of class six, one clerk of class five, one clerk of our, and the others of class three or lower, as hereinbefore provided for.

ines where more than one distributing car is run in a train, there shall be two onal clerks of class six for each additional distributing car.

clerk receiving the highest salary in any crew will be designated the clerk in).

ks employed on steamboat lines shall be of class one; the salary to be deterby the amount of work to be performed, and whether they are employed ively by the Post-Office Department.

ks employed as porters in railway post-offices shall be of class one, and shall d a salary not exceeding six hundred dollars per annum.

General Superintendent may, when necessary, detail such clerks of such as the character of the work may indicate to duty at important railway ons, such clerks to be designated as transfer clerks in charge and assistant er clerks; and it shall be their duty to look after the handling and transfer of at railroad depots and to perform such other work pertaining to the Railway ervice, as may be required of them. When more than one clerk is needed for uty at the same depot, the additional clerks shall be of classes below class but in no case shall more than one clerk of the same class, above class three, letailed at the same depot.

clerks as may be assigned to duty in charge of one or more lines shall be of ine, and be designated as chief clerks, and shall, when traveling on business Department, be paid from the appropriation for the transportation of mails roads their actual and necessary expenses, but not exceeding three dollars per

There shall be one clerk detailed to duty in the office of each division superintendent, who shall be designated assistant superintendent Railway Mail Service, and who shall act as division superintendent in the absence of that officer. Such clerk shall be of class ten, and shall, when traveling on the business of the Department, be paid from the appropriation for the transportation of mails on railroads his actual and necessary expenses, but not exceeding three dollars per diem.

There may be detailed to duty in the office of the General Superintendent and each division superintendent of Railway Mail Service as many railway postal clerks as may, in the judgment of the General Superintendent, be necessary to transact the business of those offices properly; but there shall be but one clerk of class ten detailed to duty in the office of each division superintendent.

That all railway postal clerks whose duties require them to work six days or more per week, fifty-two weeks per year, shall be allowed an annual vacation of fifteen days with pay.

No clerk shall receive less salary after the passage of this act than he was receiving prior thereto, and no clerk shall be reduced from a higher to a lower grade after his assignment thereto, unless such salary or grade is properly reduced by reason of his inefficiency to perform the duties of such higher grade, unless temporarily reduced as a penalty for delinquency or misconduct, as hereinbefore provided for, or unless the status of the line to which he is assigned may be so changed by the reduction of mileage, withdrawal of full railway post-office cars, reduction of force, or otherwise, as to bring him within a different class, as provided in this act, or unless he be transferred from one line to another at his own request or in the interest of the public service.

SEC. 2. That there be, and is hereby, appropriated, out of any money in the Treasury not otherwise appropriated, such sum as may be necessary to carry into effect the provisions of this act, and that such appropriation be deemed an annual appropriation.

SEC. 3. That all acts and parts of acts inconsistent with this act be, and the same are hereby, repealed.

PROTECTION OF CLERKS WHILE IN THE DISCHARGE OF THEIR OFFICIAL DUTIES.

I beg leave to again call your attention to the necessity for the enactment of some legislation that will prevent unwarranted and unlawful interference with postal clerks while in the discharge of their official duties. A mail car is considered sacred from intrusion by unauthorized persons; and anyone who forces his way into a mail car without authority and assaults the clerk who is on duty therein should be punished.

As I stated in last year's report, we have had several cases of this kind within the past few years. I therefore reprint a bill which was introduced in the last Congress, but failed to pass, owing to press of other matters:

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That every person who, by violence, enters a railway post-office car or apartment assigned to the use of the Railway Mail Service, or who willfully and maliciously assaults a railway postal clerk while in the discharge of his duties as such, and every person who willfully aids or assists therein, shall, for every such offense, be punishable by a fine of not less than one hundred dollars and not more than one thousand dollars, or by imprisonment for not less than one year and not more than three years.

CIVIL SERVICE—PROMOTION.

I see no reason in the experience of the past year to change my opinion, so often expressed, as to the beneficial effect upon the service of a system of appointments based upon efficiency, as determined by proper examinations, both mental and physical. The records of the service, as shown by the accompanying tables and as summarized in the text, speak for themselves, and indicate beyond question that the personnel of the service has in nowise deteriorated. So satisfactory had been our experience in this respect that it was determined to apply

the rules, as far as practicable, to promotions in the service. The matter was given the most careful consideration by a committee composed of experienced Railway Mail Service officials, and as the result of their deliberations a set of regulations governing promotions was promulgated in February last, and all promotions since that time have been made in accordance with those regulations. Some little difficulties have arisen, some inconsistencies have been discovered, but on the whole the system has proven successful, and is undoubtedly a step in the right direction. In the course of time all the difficulties will be overcome, all the inconsistencies will be remedied, and all causes for criticism which have existed in the past will be removed. Each clerk can rest under the assurance that, when his record entitles him to promotion, favoritism or influence will not bar such promotion.

When a vacancy occurs in any class on any line in the service, the division superintendent certifies to the board of promotion (consisting of the General Superintendent, the Assistant General Superintendent and the Chief Clerk of the service) the full records of all the clerks in the next lower class on that line who are eligible for promotion. Any clerk who, within three years last past, has made a case examination record of 95 per cent or better on the distribution assigned him is eligible. A clerk's record shows his age, term of service, length of service both on line and in his present class, all examinations passed within three years, errors in distribution for one year, and general rating—covering habits, attendance, application, adaptability, health and physical condition, military record, if any, and whether the clerk has ever been injured in the service. All of these records are carefully scrutinized by the board of promotion, and the three clerks having the highest general records are certified to the Postmaster-General, who selects one of the three for promotion.

SECOND-CLASS MAIL—RELATIONS OF PUBLISHERS TO THE SERVICE.

The subject of the separation by publishers of their mail by States was fully discussed in my report of last year, but the subject is still of great interest to all concerned. To the publisher, because, by a simple classification of his mail by States, he secures for it a more speedy dispatch than it could obtain if unseparated, even by any increase of force and space in the post-office. This because it not only saves extra handling, which is more or less detrimental to the package itself, and adds somewhat to the risk of missending, but it equalizes the embarrassing irregularity occasioned by the enormous quantity of such mail arriving in large masses, making it impossible always to get it off promptly when unclassified.

Letters can be dispatched on time even when dropped into the post-office a moment before the closing for a mail dispatch, but this can not be said of newspaper mail as a rule; and yet, if a sack of newspapers is made up by the publisher for a city, or even for many States, it has the advantage of even a letter, for letters dropped in at the last moment must have the postage stamps canceled, must be cased up, tied out in packages, conveyed to pouches and placed in them, locked up and brought to the lobby of the post-office, ready to be loaded into mail wagons. In a large post-office this usually consumes about half an hour, and yet if a sack of papers is put up as described, it can reach the post-office half an hour after the letter close and make the same mail connection.

All this is familiar to postal officials and employees, but publishers can not be expected to know it unless it is explained to them. When

they are informed of the advantages, they are ready enough to acquiesce in the reasonableness and benefit to them of the primal separation by States and cities.

One important feature of this simple advance separation is especially valuable, viz, the combination of papers for all the subscribers in each town, in a sack, a bundle, or a package; which last is commonly known as a club package. The reason for the advantage of this will mainly appear from the explanation made regarding the direct sack (that is, a sack for a city), which showed that it could have more speedy dispatch than a letter.

In connection with the making up of mail by States, there is one matter which does not often receive by publishers the attention it deserves, and that is the labeling of every sack, whether "made up" or "mixed." It is true that in every large post-office the clerks who receive second-class mail become so familiar with it as to know about how it is made up by the publisher, but occasionally there is an inexperienced clerk on duty, or one of many causes may arise to delay the handling of untagged matter. In short, it is businesslike to label a sack as well as to address a letter, and it affords one important means of avoiding mistakes and delays.

It would be impossible in the limit of this report to set forth all the benefits to publishers of the primal separations. Whatever difficulties may arise to bring this about are mostly due to the intermediate agencies, such as the printer, the addressing agency, and the mailing agency. Not that these intentionally interpose obstacles, but they do produce a divided responsibility, and the trouble will continue to a greater or less extent, unless publishers become accustomed to making their contracts include separations. The principal advantage of regulating this by statute, as proposed in the Loud bill, is to hasten this necessary consummation, and it would particularly have the effect of initiating new contracts which will secure the separations; whereas otherwise the old contracts with the mailing agencies will continue to run on, as they are, and thus delay the improvement, which is unquestionably needed.

Statement of second-class mail sent into certain offices during June, 1896.

Post-office.	Number of publications.	Total sacks mailed.	Per cent.	Sacks made up for dispatch.	Per cent of whole.	Sacks made up for "dis" tables.	Per cent of whole.	Mixed sacks.	Per cent of whole.
New York, N. Y.:									
General post-office	830	79,422	100	30,679	38.9	21,765	27.4	26,778	33.7
Branch H	177	15,954	100	8,872	55.6	3,915	24.6	3,167	19.8
General and Branch H combined	1,007	95,376	100	39,751	41.7	25,680	26.9	29,945	31.4
Chicago, Ill	433	57,776	100	39,481	68.3	10,342	17.9	7,953	13.8
St. Louis, Mo	212	26,359	100	16,176	61.3	1,507	5.7	8,676	33
Boston, Mass	378	20,145	100	8,240	40.9	2,311	11.5	9,594	47.6
Minneapolis, Minn	90	18,559	100	17,117	92.3	.....	.....	a1,442	7.7
Philadelphia, Pa	368	16,013	100	4,930	30.8	6,511	40.9	4,532	28.3
San Francisco, Cal	46	10,205	100	7,734	75.8	.....	.....	2,471	24.2
Milwaukee, Wis	10	9,417	100	7,199	76.5	144	1.5	2,074	22
Cincinnati, Ohio	142	8,387	100	1,052	12.5	.....	.....	7,335	87.5
Kansas City, Mo	6	8,029	100	4,192	52.2	2,402	29.9	1,435	17.9
Washington, D. C	10	5,714	100	1,861	32.6	1,467	25.7	2,386	41.7
St. Paul, Minn	66	4,792	100	3,940	82.2	.....	.....	a852	17.8
Cleveland, Ohio	98	4,348	100	338	7.8	401	9.2	3,609	83
Baltimore, Md	109	3,084	100	560	18.2	.....	.....	2,524	81.8
Indianapolis, Ind	73	2,173	100	583	26.8	920	42.4	670	30.8
Brooklyn, N. Y	35	1,212	100	78	6.4	52	4.3	1,082	89.3
Total	3,083	291,589	100	153,232	52.5	51,777	17.8	86,580	29.7

a Including sacks made up for distribution table.

Statement of second-class matter received from publishers at post-office named, from January 14 to February 17, 1897, both inclusive.

Post-office.	Number of publications.	Total sacks mailed.	Per cent.	Sacks made up for dispatch.	Per cent of whole.	Sacks made up for "dis" tables.	Per cent of whole.	Mixed sacks.	Per cent of whole.
New York, N. Y.:									
General post-office	922	96,007	100	33,643	35.1	35,344	36.8	27,020	28.1
Branch H	196	16,116	100	6,649	41.1	6,815	42.2	2,702	16.7
Total for New York	1,118	112,173	100	40,292	35.9	42,159	37.6	29,722	26.5
Chicago, Ill	626	72,441	100	36,108	49.9	23,336	32.2	12,997	17.9
St. Louis, Mo	204	26,336	100	16,201	61.5	4,523	17.2	5,612	21.3
Boston, Mass	379	17,992	100	5,585	31.1	2,729	15.1	9,678	53.8
Minneapolis, Minn	132	17,803	100	14,702	82.6	.....	.....	3,101	17.4
Philadelphia, Pa	369	20,786	100	9,578	46	5,587	27	5,621	27
San Francisco, Cal	229	14,286	100	9,739	68.2	1,321	9.2	3,226	22.6
Milwaukee, Wis	102	11,059	100	7,655	69.3	440	4	2,964	26.7
Cincinnati, Ohio	137	11,902	100	3,566	30.3	3,574	30	4,762	40
Kansas City, Mo	87	9,631	100	4,549	47.2	3,321	34.5	1,761	18.3
Washington, D. C	96	7,111	100	2,957	41.5	2,234	31.5	1,920	27
St. Paul, Minn	69	10,984	100	9,309	84.8	.....	.....	1,675	15.2
Cleveland, Ohio	96	4,456	100	505	11.4	2,251	50.5	1,700	38.1
Baltimore, Md	111	3,128	100	627	20.1	1,093	34.9	1,408	45
Indianapolis, Ind	123	2,874	100	658	22.8	1,099	38.2	1,122	39
Brooklyn, N. Y	69	1,166	100	184	15.8	220	18.8	762	65.4
Augusta, Me	21	19,544	100	7,708	39.5	2,272	12	9,564	48.5
Atlanta, Ga	64	6,878	100	5,091	74.1	.....	.....	1,787	25.9
Denver, Colo	99	5,623	100	2,918	51.9	269	4.8	2,436	43.3
Pittsburg, Pa	107	4,993	100	510	10.4	629	12.5	3,854	77.1
Springfield, Ohio	28	4,065	100	1,750	43	8	.....	2,307	57
Detroit, Mich	95	4,039	100	1,593	39.5	4	.....	2,442	60.5
Louisville, Ky	72	3,334	100	1,153	34.6	1,017	30.5	1,164	34.9
Elgin, Ill	19	3,264	100	3,144	96.3	.....	.....	120	3.7
Total	4,451	395,868	100	186,077	47	98,086	24.8	111,705	28.2

By a comparison of the above statements it will be seen that there is a slight increase in the percentage of unseparated mail in the cases of Chicago, Boston, Minneapolis, Milwaukee, Kansas City, and Indianapolis, and a considerable diminution of unseparated mail in all the other cities. The reasons for the improvement in some cities and the falling off in others are not yet fully understood, but the matter is receiving attention and thorough investigation.

One thing is certain, and that is that in some of the larger post-offices the early part of the calendar year makes the worst showing against publishers, because they are then renewing subscriptions which terminated with December 31. These come in as new subscribers, and it is often two or three months before they are fully classified again.

The average per cent of unseparated mail received in all the post-offices in the statement for June, 1896, is 29.7. For the same offices for January and February, 1897 (one month), it is 25.6 per cent, and for the whole 24 offices shown in that table it is 28.2 per cent of unseparated mail. But percentage, while it forms the most ready means of comparison, does not always give the best idea of progress effected. As for example, Philadelphia shows a gain of only 1.3 per cent, and yet it will be noticed that there is an improvement of 4,648 sacks of mail fully made up by publishers over the report for June, 1896 (eight months previous). This would make an increase of 581 sacks a month, or 6,972 additional sacks per annum, and a total relief altogether throughout the year of 114,936 sacks of mail.

So in New York, although the diminution in the amount of unseparated mail received from publishers during the eight months is only 4.9 per cent, and the number of sacks of fully made-up mail by publishers in January and February (one month) over June, 1896, was only 541, yet

the increase of partly made-up mail was 16,479, or a total increase of 17,020 sacks in the amount of mail sent into the New York post-office by publishers, additionally, during the eight months, in such a shape as to relieve that office, wholly or partially, from the distribution of it, notwithstanding the increase of 104,279 sacks received in the eight months (and such an expansion is likely to represent a large proportion of sample copies which publishers are very apt to rush out without separation).

Altogether the New York post-office, according to the January and February statement (one month), submitted as above, has been relieved entirely from the distribution of 40,292 sacks a month, or 483,504 a year, out of a total number per annum received from publishers of 1,346,076 sacks.

In regard to the increase of 16,479 partly made up sacks in eight months, it should be understood that a large portion consists of sacks of bundles tied in packages by States and cities, which can be handled and disposed of in the post-office almost as quickly as sacks for separate States.

This is a comparatively new feature which has been urged upon publishers, and gives an advantage to the smaller publications which had been previously confined in a great measure to the large publications whose quantity made it comparatively easy to make up sacks for individual States or cities.

The following brief statement will show the progress in New York City in reducing the percentage of mixed mail:

	Branch post-office H.	General post-office.	General post-office and Branch H combined.
	Per cent.	*Per cent.*	*Per cent.*
September, 1895	26	41	38
June, 1896	19.8	33.7	31.4
January and February, 1897 (1 month)	16.7	28.1	26.5

The above are quoted because they comprise the only general and systematic counts that have been taken. The work has been done by clerks especially detailed for the purpose, and is therefore thoroughly reliable.

It may assist to a better understanding of the situation to mention that while in New York, for example, the great dailies send in only from 6 to 10 per cent of the mixed mail, the general average is reduced by the news companies, who run up to 40 and 50 per cent of mixed.

This is not necessarily the fault of the companies, but is mainly due to the short time they have to handle their mail, the difficulty of combining it on account of the variety of publications of all sizes and shapes, and that much of it is sent to the post-office many times a day, and then in comparatively small quantities at a time, and for widely dispersed sections of the country, like the daily orders received by publishers for sample copies, missing numbers, etc., which orders are sent direct from the office of the publisher, from day to day, and not through the printers, binders, or mailing agencies.

One of the interesting deductions from the statement for January and February, 1897 (one month), is that the average weight of a sack of mail, taking all the twenty-four post-offices together, is 52.68 pounds.

The statutory provisions heretofore recommended are hereby again respectfully urged upon your attention, as follows:

That section 3883, Revised Statutes (section 306 of the Postal Laws and Regulations), be so amended as to require publishers to make such primary separations of their periodicals for mailing as the Postmaster-General may direct. It is also recommended that section 840 of the Postal Laws and Regulations be modified to read as follows:

Postmasters may extend to publishers and others the privilege of taking canvas sacks to their printing and mailing offices, to be there filled with printed matter for the mails, upon the following conditions:

(1) That matter of the second and third classes sent to post-offices must be made up, each State or route separate, where the quantity for any one State or Territory is in excess of fifty pieces, except where the mail is made up at publication or mailing offices by routes under the direction of the postmaster or the Superintendent of the Railway Mail Service, or where the matter is all for one post-office, for foreign countries, or for free county circulation.

(2) That each sack shall be labeled with a shipping tag or other proper label, which shall show the route, office, State, or Territory to which the matter contained therein is to be dispatched, the name of the publication if a regularly entered second-class publication, and the name and address of the printer or mailer if mailed by other than the publisher. Where the quantity of mail matter for any one State or Territory is less than fifty pieces, such matter may be placed in one or more sacks and labeled "Miscellaneous," the label or tag to conform to above description in other respects.

(3) Postmasters must keep an exact account with each publisher, printer, or mailer of the number of sacks taken from and returned to his post-office on every occasion. Besides the accounts kept in the post-office for that purpose, pass books should be used between the several printing and mailing offices and the post-office. No sacks should be delivered for any publisher, printer, or mailer except upon presentation of his pass book, in which he is to be debited with the number of sacks intrusted to him and credited with the number returned, and for the due care and return of all sacks intrusted to him each publisher, printer, or mailer shall be held responsible.

IMPROVEMENTS.

The feature of the Railway Mail Service considered under the head of "Improvements" presents a most gratifying condition as applicable to the fiscal year 1897. While it is a fact that the improvements for 1897 are not, in miles, affected as extensively as those for the preceding year, still the amount of new and improved service, both in full railway post-office cars and apartment cars, shows the earnest effort of the Department to apply improvements with the view to a general betterment of the whole service as far as may be possible. Many of the improvements made during the past year have been sadly needed for a long time, but in view of the general demand in past years, it has only been practicable to furnish new and improved service in those cases where the needs were imperative, thereby accumulating a long list of necessary betterments, attention to which was deferred until the year last past, when it became possible to provide those improvements which were necessary, but formerly not urgent. It will be noticed that in making the improvements described in this report the disposition has been of a more general character as to locality than has been found possible in previous years; yet notwithstanding the latter fact the betterments have been effected where they were most needed, and at the same time where the result would prove most advantageous generally. Considering all the difficulties attending the efforts of the Department to furnish the greatest possible betterment of the postal and apartment car service with an appropriation limited in amount to about the expense of the more urgent demands, I am pleased to say the result may be acknowledged as very satisfactory.

A comparison of the miles of service included under the head of

improvements during the past seven years, 1891 to 1897, inclusive, will show that the year 1897 is credited with a greater amount of new service than any of the years named, excepting 1896.

The last fiscal year shows a total of 22,218 miles of new and improved service.

The number of miles of new and improved service for the past seven years is as follows:

1891	13,324	1895	14,786
1892	19,279	1896	26,355
1893	16,072	1897	22,717
1894	8,472		

The above table shows that the total increase in mileage of the present fiscal year exceeds that for any fiscal year mentioned, except the year 1896, by 2,938 miles, and is in excess of the general average improvement for the years 1891 to 1896, inclusive, by 5,836 miles.

The following are among the more important betterments that have been made during the fiscal year 1897:

1896.—November 4, Washington, D. C., and Charlotte, N. C., R. P. O.—The establishment of a daily line of 60-foot postal cars in lieu of a 40-foot line; also the establishment of a line of 50-foot postal cars to supersede a 40-foot line, and the establishment of an additional line of postal cars 40 feet in length, these improvements being provided to meet the demands for increased space and working facilities for the handling of the heavy mails to and from New York, N. Y., and New Orleans, La.

November 4, Charlotte, N. C., and Atlanta, Ga., R. P. O.—The establishment of an additional daily line of 40-foot postals. The latter became necessary to strengthen the New York, N. Y., and New Orleans, La., route between Charlotte, N. C., and Atlanta, Ga.

1897.—January 5, Cleveland, Ohio, and St. Louis, Mo., R. P. O.—The establishment of a daily line of 60-foot postal cars in lieu of a line of 40 feet in length. This is one of the most important railway post-office systems of the country, and on account of the natural growth of the mails dispatched via this line required increased space.

January 22, Albert Lea, Minn., and Burlington, Iowa, R. P. O.—The establishment of a second daily line of service on account of the former service having proven insufficient to properly handle the mails on this route.

January 22, St. Paul, Minn., and Minot, N. Dak., R. P. O.—The establishment of a daily line of 50-foot postals on this route between St. Paul, Minn., and Devils Lake, N. Dak. This is one of the important lines to and from St. Paul, Minn., and the extreme Northwest, and owing to the rapid development of the section traversed by this line an improved schedule provided by the railroad company has resulted in the movement and distribution of very heavy mails, demanding greater car space.

January 22, New Orleans, La., and Houston, Tex., R. P. O.—The establishment of a new daily line of 40-foot postal cars. This line constitutes a link in the continuous system of railway post-offices between New York, N. Y., and Mexico City, Mexico, and in order to properly handle and store the heavy mails dispatched therein, the additional car space was necessary.

February 9, Asheville, N. C., and Columbia, S. C., R. P. O.—The establishment of a second daily line of service in compliance with demands for better facilities.

February 18, Chicago, Ill., Fort Madison, Iowa, and Kansas City, Mo., R. P. O.—The establishment of an additional daily line of service between Fort Madison, Iowa, and Chicago, Ill. This is a rapidly grow-

ing route for the dispatch of mails to and from [illegible]
Southwest, via Kansas City, Mo., [illegible]
storage and distribution of the mails.

March 29, Pittsburg, Pa., and St. Louis, Mo.—Establishment of an additional daily line of [illegible] points provided to meet the requirements [illegible] the transmission of mails to and from St. Louis, Mo., via Pittsburg, Pa.

March 29, Pittsburg, Pa., and St. Louis, Mo.—Establishment of a daily line of postal cars [illegible] of 40-foot cars. The latter improvement [illegible] tioned next above in connection with the [illegible] absolutely necessary to the proper and expeditious mails being forwarded via this line.

April 8, Charlotte, N. C., and Jacksonville, Fla.—Establishment of a daily line of 40-foot [illegible] important route between the north and Washington, D. C., and Charleston, S. C., a particularly advantageous route between Washington, D. C., and Jacksonville, Fla., for mails in both directions.

April 15, Cedar Rapids, Iowa, and Estherville, Iowa.—Establishment of an additional [illegible] Cedar Rapids and Estherville, Iowa.

April 19, Detroit, Mich., and Chicago, Ill.—Establishment of a daily line of [illegible] line of 50-foot cars. The [illegible] between the Great Lakes [illegible] tity of mail carried had [illegible] furnished by the smaller cars.

April 23, St. Paul, Minn., and Crookston, Minn.—Establishment of an additional [illegible] Crookston, Minn., and [illegible]

April 28, Spokane and Portland, Oreg.—To secure a better service via [illegible] to Portland, Oreg., thereby [illegible] post-office between Spokane [illegible]

May 18, Chicago, Savanna, and the West.—The establishment of an [illegible] This being one of the important [illegible] and the West, via Omaha, [illegible] essary to provide space [illegible] of the increased mails [illegible]

May 21, Cleveland, Ohio, and Chicago, Ill.—[illegible] by an additional daily [illegible] for improved local service [illegible]

May 28, Chicago and St. Louis, Mo.—[illegible] of an additional daily [illegible] Louis R. P. O. is a very [illegible] above mentioned should [illegible] ests of the service [illegible] for the Department [illegible]

May 29, Groveton, N. H., and Meredith, N. H.—The establishment of [illegible] between Meredith [illegible] order to furnish [illegible] points named.

June 17, Boston, Mass., and Portland, Me., R. P. O.—The establishment of a daily line of 40-foot postal cars, additional, to meet the demand for increased space and facilities for the handling of the mails between these two important New England points.

June 26, Charlotte, N. C., and Jacksonville, Fla., R. P. O.—The establishment of a second daily line of service via this route on account of the rapidly increasing mails between the above-named offices.

June 26, Atlanta, Ga., and New Orleans, La., R. P. O.—The establishment of two daily lines of 60-foot postal cars to supersede two lines of 40-foot cars. The thousand miles of improved service involved in this addition of postal-car space was made necessary by the increased quantity of mail forwarded via this route to and from New York, N. Y., and New Orleans, La.

July 9, Memphis, Tenn., and Birmingham, Ala., R. P. O.—The establishment of an additional daily line of service via this route between Memphis, Tenn., and Birmingham, Ala.

July 9, Port Huron, Mich., and Chicago, Ill., R. P. O.—The establishment of an additional daily line of service between the above-named cities to provide necessary facilities for the transportation and distribution of the heavy mails to and from Chicago, Ill., and Canada via this route.

July 9, Cleveland and Youngstown., Ohio, and Pittsburg, Pa., R. P. O.—The establishment of a daily line of 40-foot postal cars, the apartment cars formerly used on this line having become entirely inadequate in space and office facilities for the handling and storage of the heavy mails dispatched via this route to and from Pittsburg, Pa., and Cleveland, Ohio.

July 15, Pittsburg, Pa., and Chicago, Ill., R. P. O.—The establishment of two daily lines of 60-foot postal cars to supersede one line of 40-foot cars, and one line of 50-foot cars. The railway post-office between Pittsburg, Pa., and Chicago, Ill., is a most important one, and the growth of the mails forwarded therein is both gradual and permanent, and hence the increased space above described was the result of natural conditions.

July 19, Boston, Mass., and Nashua and Keene, N. H., R. P. O.—The addition of a new line of service, thereby making this R. P. O. a double daily line.

July 19, Chicago, Ill., and Cedar Rapids, Iowa, R. P. O.—The establishment of two half lines of 40-foot postal cars. This was done to properly provide for the west-bound service on this line. As there was no necessity for additional service, east-bound arrangements were made for two half lines of cars.

July 19, Cincinnati, Ohio, and Nashville, Tenn., R. P. O.—The establishment of a daily line of postal cars 60 feet in length to supersede a line of 50-foot cars. This route being a part of the principal railway post-office system between Cincinnati, Ohio, and New Orleans, La., the natural increase in the volume of mail transported between the above-named cities demanded more space for the storage and distribution of the same.

July 20, San Francisco and Los Angeles, Cal., R. P. O.—The establishment of a daily line of postal cars 40 feet in length. This route is a very important Pacific Coast line, and also constitutes a section of the railway post office system between San Francisco, Cal., and El Paso, Tex., and Kansas City and St. Louis, Mo., which by reason of a fast railroad schedule is rapidly developing one of the chief railway post-office trunk lines for the speedy transmission of the mails.

July 23, Atlanta, Ga., and New Orleans, La., R. P. O.—The establishment of an additional line of service north-bound between New Orleans, La., and Montgomery, Ala., and also an additional line south-bound between Mobile, Ala., and New Orleans, La. The greater portion of the mails from New York, N. Y., and the East for the Gulf section of the country, which is dispatched via Washington, D. C., and also the heavy mails from Cincinnati, Ohio, for the same destination, are forwarded from Atlanta, Ga., and Montgomery, Ala., respectively, via the Atlanta, Ga., and New Orleans, La., R. P. O., and hence it was found absolutely necessary to provide greater space and distribution facilities to handle expeditiously the gradually increasing mails, forwarded via this route, between Atlanta, Ga., Montgomery, Ala., and New Orleans, La.

July 26, Chicago, Ill., Abbottsford, Wis., and Minneapolis, Minn., R. P. O.—The establishment of an additional daily line of service by this route between Minneapolis, Minn., and Neenah, Wis., in order to meet the requirements for better facilities, etc.

July 31, Cheyenne, Wyo., and Denver, Colo., R. P. O.—The establishment of an additional daily line of service.

August 3, Cleveland, Ohio, and St. Louis, Mo., R. P. O.—The establishment of a daily line of 60-foot postal cars, to supersede a line of 40 feet in length, between Cleveland, Ohio, and Granite, Ill., made necessary on account of the heavy mails transported via this route to and from New York, N. Y., and New England and St. Louis, Mo., and the southwest.

August 3, St. Louis and Kansas City, Mo., R. P. O.—The establishment of a daily line of postal cars 50 feet in length, to supersede a line of 40-foot cars. The St. Louis and Kansas City R. P. O. is a part of the through fast-mail system to and from New York and the East via Pittsburg, Pa., and St. Louis, Mo., and the southwest section of the country, and naturally demands the best possible postal equipment as to number and size of cars, in order to provide the nearest approach to perfect facilities for the handling and distribution of the large and important mails conveyed therein.

August 17, Pittsburg, Pa., and St. Louis, Mo., R. P. O.—The establishment of a daily line of postal cars 60 feet in length in lieu of a line of 50 foot cars. This is also a part of the railway post-office system mentioned in the item next above, and from time to time requires increased space to meet the demand consequent upon the constantly growing quantities of mails handled therein.

August 23, Ishpeming, Mich., and Chicago, Ill., R. P. O.—The establishment of a daily line of 50-foot postal cars. This is a very important route for the transmission and distribution of a large and rapidly increasing mail to and from Chicago, Ill., and the northeast section of the State of Wisconsin, and it is proper to say here that the improvement described in this item should have been provided considerably before the date mentioned if the means at the disposal of the Department would have permitted the expenditure.

August 31, Chicago, Ill., and Minneapolis, Minn., R. P. O.—The establishment of a daily line of 60-foot postals, to supersede a line of 50-foot cars. The Chicago and Minneapolis R. P. O. is the heaviest railway post-office route between the points mentioned, and also the eastern division of the through railway post-office system between Chicago, Ill., and the extreme northwest section of the country, which, by reason of the rapidly growing mails dispatched via this route, makes frequent demands for improved equipment to properly accommodate and care for the same.

September 2, Peoria, Ill., and Des Moines, Iowa, R. P. O.—This is a new railway post-office route provided to meet the requirements of the service between the points named.

September 4, Cairo, Ill., and New Orleans, La., R. P. O.—The establishment of a daily line of 50 foot postal cars to supersede a line of 40-foot cars previously in use on this line. The Cairo and New Orleans R. P. O. is the southern division of the through railway post-office line between Chicago, Ill., and New Orleans, La., and to furnish necessary space and distribution facilities for the heavy and important mails between these two large commercial centers cars of increased dimensions had to be provided.

New and improved railway post office and apartment-car service, October 23 to December 31, 1896.

	Miles.
New railway post-office car service	650.28
Improved railway post-office car service	764.08
New apartment-car service	825.60
Improved apartment-car service	1,078.66
Total	3,318.62

1897.

New railway post-office car service	3,394.26
Improved railway post-office car service	7,078.02
New apartment-car service	4,420.51
Improved apartment-car service	4,006.53
Total	18,899.32
Grand total	22,217.94

CITY DISTRIBUTORS.

There are still a number of clerks detailed from post-offices running on a number of our lines and engaged in the distribution of mail for city delivery by carrier routes, stations, etc. Inasmuch as the bulk of this work is being performed by postal clerks, and has been taken up as a part of the regular Railway Mail Service, it seems desirable that the clerks now detailed from post-offices be transferred to the postal clerks' roll or returned to their respective offices, and the work now performed by them assumed by our regular force with such increase as may be found absolutely necessary. This will place all the clerical force engaged in the cars under the supervision of one office and prevent any questions from arising as to jurisdiction of authority. The number of clerks detailed from post-offices, as above indicated, is 60. To take these men upon our rolls will involve our appropriation for clerk hire to the extent, I presume, of about $30,000, but I think we can assume the work without changing our estimates, provided the postal clerks now doing service on street car lines are relieved, as suggested elsewhere in this report.

There seems to be a disposition on the part of some postmasters to urge the distribution on the cars of mails for their respective offices to an unreasonable and unnecessary extent. It is more economical to distribute mails in a post-office than in a postal car, and whenever it can be handled in the post-office without delay in delivery, it should be done. The original idea of distributing city mail on the cars only contemplated that that should be done for the largest offices, where the amount of time consumed in preparing the mail for the carriers, after its arrival at the office, was so great as to cause it to miss one or more rounds of the carriers. If, therefore, the suggestion that all of the city

distribution on the cars be assumed by this office, I trust the decision as to when and where this class of work shall be undertaken shall also rest in the discretion of this office as being the best able to determine whether the facilities and force available will admit of a compliance with any requests for such distribution and whether the advantage to be gained in delivery will justify such action.

ELECTRIC AND CABLE LINES.

The distribution of mails on electric and cable lines in cities has been continued and extended during the past year with considerable success. It is a question in my mind, however, whether this class of service can ever be made to accomplish what was hoped when the system was first inaugurated. The runs are as a rule too short to admit of the distribution of any great quantity of mail either way. It was hoped that on outward trips from the main office or depots we would be able to distribute the mail for carriers so that upon arrival at the several branch offices the mail would be arranged in such shape that the carriers might start immediately upon their runs, and that on inward trips the mail taken from branches or collectors might be distributed and pouched to outgoing trains, and thus avoid delay in the main office. We do indeed accomplish a great deal in that direction, but lack of time, as already referred to, and lack of facilities on account of the limited space obtainable, has prevented us from accomplishing all we wished to do. I am still of the opinion, however, that the service is worth all it costs, and that it would be a step backward to abandon it. By arranging matters so that collectors can connect with the postal cars on street-car lines, considerable time can be saved by having the mail properly sorted up, canceled, and distributed in part before arrival at the main office or railroad station. More to this end could be accomplished, probably, if what might be strictly called the city service were placed in charge of the postmaster or superintendent of mails in the post-office than if retained, as at present, under the jurisdiction of the Railway Mail Service. It is all performed within the territory covered by the delivery of the post-office, and does a class of work for the proper performance of which the people have always been accustomed to look to the postmaster. It is so closely in touch with the collection and carrier service, and its successful operation depends so much upon its relations with these branches, that in my judgment it could accomplish the greatest good if placed under the same control.

There are, of course, a number of electric lines throughout the country which perform the same service practically as a regular railroad line, running, as they do, beyond the limits of any one city, and supplying a number of independent offices. Such service should, of course, be controlled by the Railway Mail Service, but the lines running entirely within the limits of a city can be handled more harmoniously and satisfactorily, I think, through the local office.

If this change is made, these cars should, of course, be manned by clerks from the post-offices and not by railway postal clerks, as is the case to a great extent at present; and such clerks should be taken up on the post-office rolls, as an offset for the post-office clerks on railroad lines working city mails, who can be taken up on the Railway Mail Service rolls, as suggested in a preceding section of this report.

I merely suggest these changes for your consideration. If, in your judgment, this service should still be controlled from this office, I assure you it will be my constant effort to promote its efficiency and extend its usefulness.

ADDRESSING MAIL MATTER.

I can not refrain from again calling attention to the necessity for greater care on the part of the public generally, and particularly the business public, in addressing mail matter. It is solely in their interest that these suggestions are made. The Post-Office Department can effect the delivery of mail matter in the course of time if the mail is simply addressed to the proper person at the proper office, but people as a rule are not content to wait the slow course of delivery to their mail which such a course would entail. They want their letters as soon as they can possibly be delivered, and the Department is doing everything in its power to accomplish that end. It advises the public just how matter should be addressed to bring about the speediest delivery, and if its advice is not followed the responsibility for such incidental delay as may be caused by our clerks having to look up the information necessary to effect correct delivery will rest with the writer and not with the Department. In last year's report I dwelt upon this subject at considerable length, and printed two circulars, one issued to the public by the superintendent of Railway Mail Service at Chicago, Ill., and the other by the postmaster of that city. These circulars cover the subject so well that I repeat them here, and would suggest that copies of one or both of these circulars be sent to the postmaster at each of the principal cities throughout the country, with instructions to have the same printed and distributed by carriers to the patrons of their respective offices. The beneficial effect of this course at Chicago justifies its trial in every other large city.

The circulars read as follows:

To the public:

The distribution of letter mail to stations and carriers of the Chicago post-office will hereafter be performed, as far as possible, in the railway post-office cars.

To enable postal clerks to do this work it is imperatively necessary that all letters for persons residing within the district tributary to the Chicago post-office should be addressed not only to street and number, but also to the carrier route, if within the limit of the main office, and to station where the party addressed is served by carrier from a station of the Chicago post-office. For example:

Rowell, Hitt, & Co.,
141 Clark St.,
Chicago, Ill.

Carrier 65.

Mrs. J. Russell Brown,
151 W. Sixty-third street,
Chicago, Ill.

Station O.

Loomis Bread Co.,
891 W. Madison street,
Chicago, Ill.

Station D.

Wood, Coal & Co.,
1402 Wabash avenue,
Chicago, Ill.

Carrier 230.

The public is earnestly requested to cooperate with the Railway Mail Service in securing the prompt delivery of matter on arrival at Chicago by making the address of letters full and complete, as above indicated.

Letters should not be addressed to street corners, as the four corners may be served by four different carriers, and postal clerks can not determine which of the four would be the proper one to make the delivery.

Carrier numbers and letters of stations can readily be obtained from your correspondents in the city.

All letters not addressed to street and number are sent to the main office at Chicago for distribution, and this necessarily results in delay in delivery.

rcular was issued on the 15th of July, 1895, and on the 1st of he same year the postmaster at Chicago issued a notice to the public which read as follows:

lite the business of the post-office all incoming mail, with unimportant , will hereafter be distributed on the railway post-offices by clerks of the ail Service. Distribution of mail on the railway post-offices directly to ables this office to promptly deliver all incoming mail. This end, how- only be attained by the hearty cooperation of the business public. If ; addressed to street and number it can not be distributed to carriers by y postal clerks. Hence, as a natural consequence, distribution to carriers and the work left undone until the mail reaches the Chicago post-office. ıe occasioned by neglect to use street and number usually makes a differ- ɜ delivery at least in placing the mail in the hands of the letter carriers. ıen are interested in securing the immediate delivery of mail on its ;he city, and their interests suffer materially by the nonobservance of the enjoins the addition of street and number to an address. Merchants thousands of addressed envelopes yearly for the use of out-of-town Very often such envelopes contain stamps, so desirous are the senders ı business. Such expense is incurred because it is thought to be a good ;. Many of these envelopes bear addresses like the following: "Chas. o., Chicago, Ill."

ns of expediting the distribution of mail on the railway post-offices such is of comparatively little value. The postal clerk at Minneapolis, Indian- maha handling such a letter probably never heard of Smith & Co. Even ation as a leading house had reached the postal clerks they would have no part of Chicago its business was located in. Postal clerks do not learn n to firms by name. They learn it by street and number only. It is impos- clerk to memorize the street number address of every business house and il man in Chicago. Neither can he carry in his head the names of the large n Chicago. He must have street and number on each envelope if his work ıny good results and a saving of time is to be effected. Therefore, when a essed to "Chas. Smith & Co., Chicago, Ill.," is picked up by a postal clerk n to the pouch labeled "Chicago" to await local distribution in this office. er hand, take the letter properly addressed, thus "Chas. Smith & Co., 104 treet, Chicago, Ill." The postal clerk probably does not know where Dear- ; is, and may never have been in Chicago in his life, but he knows his and throws the letter thus addressed to carrier's district No. 36, section 1, The letter goes at once to carrier 36 when it arrives in Chicago, and is rithout delay. The other letter addressed merely "Chicago" comes in the il and takes its turn for distribution, remaining in the office an hour or the properly addressed letter has been placed in the hands of the person it was intended.

rery of mail fits into the arrival of incoming mail. The mail distributed l goes out at once by carrier. The mail merely separated on the road is istribution, and has to await the next trip of the carrier before it can be

ots ought to convince business men of the absolute necessity in insisting se of street and number as part of the address on mail of every sort and Envelopes printed in any other way are practically of no value, and do te the delivery of mail in the least. It results, too, in giving the outside impression that the mere use of the word "Chicago" is sufficient, an error ɜ for most of the confusion and delay to the delivery of mail.

imated that more than 50 per cent of the business mail for Chicago is without street and number. Under the old system, by the employment of rks who were compelled to memorize thousands of addresses a great deal ddressed mail was given partial train distribution. The volume of busi- her with the change in the service, render the continuance of this practice . The new service, by reason of its wider ramifications, will give the rorld greatly increased facilities in the delivery of mail from out-of-town he business world will only cooperate to the extent of addressing its mail Where mail is not addressed by street and number, this office will not to deliver it as promptly as that which is properly addressed.

ASSISTANT SUPERINTENDENTS.

ing the recommendation of last year for the appointment of a of additional superintendents in lieu of the creation of three il divisions as contemplated at that time, eleven of such officers n appointed and detailed to the inspection of star service in

the several railway mail service divisions, working under the supervision of the superintendents of the several divisions to which they are assigned. Sufficient time has not yet elapsed to judge of the value of such an inspection, but I have no doubt that satisfactory results will follow and fully justify the action taken.

ESTIMATES AND EXPENDITURES.

RAILWAY POST-OFFICE CLERKS.

The amount appropriated for salaries for the fiscal year ended June 30, 1897, was $7,739,000. The amount expended was $7,729,838.39, leaving an unexpended balance of $9,161.61.

The annual rate of expenditures for salaries, inclusive of the amount set apart for expenses of chief clerks while traveling on the business of the Department, was, on July 1, 1897, $7,790,547, and the appropriation for the fiscal year ending June 30, 1898, is $8,100,000, leaving a margin of $309,453 for the extension of service, additional help on lines where the mails are increasing in quantity, promotion of clerks who are entitled to advancement under the law, and for such additional force of postal clerks as may be needed in the extension of the system of preparing mails in transit for immediate city delivery.

The following is a statement of the expenditures and per cent of increase, by quarters, for the period from October 1, 1895, to June 30, 1897:

Quarter ended—	Expenditures.	Amounts of increase.	Increase, per cent.
December 31, 1895	$1,844,243.35	$28,657.41	1.58
March 31, 1896	1,869,519.20	25,275.85	1.37
June 30, 1896	1,891,299.43	21,780.23	1.18
September 30, 1896	1,911,817.24	17,517.81	1.00
December 31, 1896	1,934,680.19	22,862.95	1.20
March 31, 1897	1,938,874.48	4,194.29	.22
June 30, 1897	1,947,346.10	9,471.62	.49
Average			1.02

A glance at this table will show that the per cent of increase for the last two quarters was far below the average. This is accounted for by the fact that the appropriation for the last fiscal year was too small to meet all the ordinary requirements of the service. Consequently, in order to avoid creating a deficiency, we were obliged to hold up many cases, that should have received attention, until the appropriation for the present fiscal year became available. These two quarters do not correctly represent the natural and normal growth of the service. I have deemed it advisable, therefore, to use the same per cent of increase that was used last year, viz, 1.30, as better indicating the actual necessary increase of expenditure for each quarter of the current year, and the safest and most accurate figures upon which to base the estimate for the fiscal year ending June 30, 1899. Upon this basis, taking the annual cost of the service July 1, 1897, as a starting point, we estimate the cost of the service by quarters during the current year to be as follows:

Estimate for quarter ending—	
September 30, 1897	$1,972,661.00
December 31, 1897	1,998,306.20
March 31, 1898	2,024,284.18
June 30, 1898	2,050,599.87
Total	8,045,851.25

Assuming that the expenditure for the quarter ending June 30, 1898, will be $2,050,599.87, and applying the estimated quarterly increase of 1.30 per cent as before, we have the following as the probable cost for the fiscal year ending June 30, 1899:

Estimate for quarter ending—	
September 30, 1898	$2,076,257.67
December 31, 1898	2,103,249.02
March 31, 1899	2,130,059.26
June 30, 1899	2,157,750.03
Estimated expenditure for the fiscal year 1898-99	8,467,315.98

I have the honor, therefore, to recommend that the sum of $8,467,000 be appropriated for salaries of railway postal clerks for the fiscal year ending June 30, 1899.

ESTIMATE FOR RAILWAY POST-OFFICE CARS.

The amount appropriated for railway post-office car service for the fiscal year ended June 30, 1897, was $3,400,000; amount expended, exclusive of the amount accrued to Pacific roads and branches, was $3,360,869.82, as reported by the Auditor, leaving an unexpended balance of $39,130.18.

By adding to the above expenditure of $3,360,869.82 the amount accrued to Pacific roads (which is not paid to the appropriation), namely, $263,059.80, we find the total cost for railway post-office car service for the year to have been $3,623,929.62. The appropriation for the fiscal year ending June 30, 1898 (exclusive of subsidized lines), is $3,600,000.

Appended hereto is a table showing the growth of the railway post-office car service during the period from July 1, 1888, to June 30, 1897:

Fiscal year ended June 30—	Amount of appropriation.	Expenditures.			Gross amount accrued to Pacific roads.
		Amount.	Increase.		
			Amount.	Per cent.	
1888	$1,934,560	$1,822,964.37	$109,572.45	6.38	$128,237.62
1889	2,053,643	1,991,066.61	168,102.24	9.22	141,646.50
1890	2,260,000	2,207,151.01	216,084.40	10.81	241,405.75
1891	2,510,000	2,450,819.13	243,668.12	11.40	236,237.05
1892	2,731,000	2,595,002.76	144,183.63	5.88	257,816.95
1893	2,809,750	2,795,589.40	200,586.64	7.73	252,017.24
1894	2,941,000	2,921,957.18	126,367.78	4.33	272,000.34
1895	3,000,000	2,958,557.91	36,600.73	1.23	259,084.84
1896	3,205,000	3,134,992.72	176,434.81	5.91	251,406.96
1897	3,400,000	3,360,869.82	225,877.10	7.20	263,059.80

The annual rate of cost for railway post-office car lines, exclusive of the amount to be credited to subsidized Pacific roads, on June 30, 1897, was $3,434,205.06. Including lines authorized previous to the close of the fiscal year, and which have not been put into operation prior to July 1, 1897, additional lines aggregating $186,138 have been authorized up to this date, October 1, 1897. For the current fiscal year new lines and the extension of old ones involving an outlay of $323,101 per annum have been recommended by division superintendents. Action in a large number of these cases has been deferred from year to year for the reason that the appropriations have not been sufficient to admit of their being taken care of; consequently only those most pressing at the time were considered. With the increase in the volume of the mail handled naturally comes a demand for additional space, and the longer

action is deferred the more urgent becomes the demand, until something must be done or the service suffers.

Such is the situation with regard to most of the cases now pending, and after the most careful consideration I find that I can not consistently reduce the estimates of the division superintendents, which amount to $323,101, below $250,263. Adding this sum and the estimated cost of cars already authorized, $186,138, to the annual rate on July 1, 1897, gives the amount considered necessary for the next fiscal year, namely, $3,870,606.06.

I would therefore respectfully recommend that the sum of $3,870,000 be appropriated for railway post-office car service (exclusive of lines on subsidized Pacific roads) for the fiscal year ending June 30, 1899.

CONCLUSION.

To you, sir, and to the honorable Postmaster-General, I beg to tender my congratulations that the year just past has been so free from those annoying and vexatious questions which are so apt to arise at any time in a service of such magnitude; and to the officers and employees of the service I beg to tender my sincere thanks for the care and efficiency with which they have performed all of the duties allotted to them, and which enabled this office to make so satisfactory a report concerning the affairs of the service during the past year.

Very respectfully,

JAMES E. WHITE,
General Superintendent.

Hon. W. S. SHALLENBERGER,
Second Assistant Postmaster-General.

CASUALTIES, FISCAL YEAR ENDED JUNE 30, 1897.

1896—July 1.—Leavenworth and Miltonvale R. P. O., train 92, was wrecked 3½ miles east of Wharton, Kans., at 10.45 a. m., on account of bridge giving away. No mail lost or damaged and clerk not injured. Delayed twenty hours.

July 1.—Caldwell and Fort Worth R. P. O., train 2, was wrecked at Ryan, Ind. T., by striking a stock car which was placed too near the main track on a siding. One end of the mail car was badly crushed, and water cooler destroyed. No mail lost, but a part of the paper mail was damaged by being wet by water from the cooler. Delayed two hours and twenty minutes.

July 2.—Bastrop and Natchez R. P. O., train 1, was wrecked near Vidalia, La., at 6.50 a. m. The mail car left the track and was badly damaged. No mail lost or damaged and clerk not hurt. Delayed two hours.

July 2.—Conroe and Navasota R. P. O., train 35, was derailed near Navasota, Tex., at 5.05 p. m. No damage to mail or mail car. Clerk uninjured. Delayed one hour and ten minutes.

July 4.—Des Moines and Kansas City R. P. O., train 4, struck a horse near Atlanta, Mo. No mail lost or damaged and clerk not injured. Delayed forty minutes.

July 6.—Oyster Bay and Long Island City R. P. O., train 26, ran into a sand bank, due to a washout, at Laurel Hill Station, N. Y., at 1.10 p. m. No damage to mail, car, or clerk. Delayed one hour.

July 6.—Bristol and Gilly R. P. O., train 4, was derailed and wrecked at Wild Cat Depot, Va. The mail car was slightly damaged. No mail lost or destroyed and clerk not injured. Delayed two hours.

July 7.—Louisville and St. Louis R. P. O., train 1, was derailed on bridge near Mount Carmel, Ill., at 1.30 p. m. The rear trucks of the mail and express car were torn off, but the mail was not damaged and clerk not injured. Delayed six hours.

July 7.—Way Cross and Montgomery R. P. O., train 58, ran into a washout 3 miles east of Ariosto, Ala., at 11.25 p. m. The mail car was badly damaged. No mail lost or damaged. Clerk M. E. Blackburn was slightly injured. Delayed fourteen hours.

July 7.—El Paso and Los Angeles R. P. O., train 20, was derailed at Lordsburg.

, at 12.45 p. m., by running into an open switch. No damage to mail or car, rk not injured. Delayed forty-five minutes.

'.—Boone and Des Moines R. P. O., train 4, was derailed at Granger, Iowa, at ı. No damage to mails, and clerk not injured. Delayed two hours and eight

'.—Atlanta and New Orleans R. P. O., train 34, was wrecked near Fairburn, ı damage to mail, clerk, or car. Delayed three hours.

'1.—Chicago, Elroy and St. Paul R. P. O., train 503, was derailed at Des Ill., at 10.47 p. m. No damage to mails, clerks, or car. Delayed one hour and ght minutes.

'2.—Chicago and West Liberty R. P. O., train 19, was derailed at Thirty-eighth 'hicago, Ill., at 4.30 p. m. Clerks not injured and mails not damaged. l one hour and thirty-five minutes.

'3.—Kansas City and Colorado Springs R. P. O., train 5, was derailed at Limon Colo., at 4.35 a. m. No mails lost or damaged, and clerk not injured. Delayed ours and fifteen minutes.

'3.—Texarkana and Whitesboro R. P. O., train 31, was wrecked in the yards esboro, Tex., by running through a switch. No damage to mail or mail car, 'k not injured. Delayed twenty-five minutes.

'3.—Denison and Smithville R. P. O., train 3, was wrecked near Echo, Tex. by trucks of tender jumping the track. Some few letters were damaged by ı one of the lamps. Clerk not injured.

'4.—Chicago and Cairo R. P. O., train 2, was derailed at Mattison, Ill., at 11.55 lo damage to mails or clerks. Delayed three hours and twenty-five minutes.

'8.—Palestine and Galveston R. P. O., trains 5 and 6, collided in the yards at ıe, Tex., caused by a misplaced switch. No damage to mails or mail cars, and ot injured. Train 5 was delayed one hour and forty minutes, and the trans- ı No. 6 to the Texarkana and Laredo was delayed one hour and ten minutes.

'0.—Denver and Fort Worth R. P. O., train 2, was wrecked near Elizabeth, t 3.32 p. m., caused by rear trucks of tender jumping the track while the ıs going around a curve. No mail lost or damaged, and clerk not injured. l three hours and twenty minutes.

'0.—Fort Worth and Brownwood R. P. O., train 2, was derailed near Proctor, used by someone placing a piece of iron on the track. No damage to mail car, and clerk not injured. Delayed seven hours.

'0.—Kansas City and Siloam Springs R. P. O., train 1, was wrecked between d Westline, Mo., caused by front truck of engine tender jumping the track. lost or damaged, and clerk not injured. Delayed forty minutes.

'20.—Litchfield and Kampsville R. P. O., train 3, was derailed 3 miles west ɔllton, Ill., at 2.10 p. m. No damage to mails or injury to clerk. Delayed two

'21.—Carbondale and Cape Girardeau R. P. O., train 2, was wrecked 1 mile f Mobile and Ohio crossing, near Murphysboro, Ill., at 8 a. m., by going a high trestle. Mail apartment was badly damaged, but no mail lost or d. Clerk Chas. E. Hamilton was slightly injured. Delayed one hour and ve minutes.

'2.—Kansas City, Salina and Pueblo R. P. O., train 8, was wrecked about 5 est of Leoti, Kans., at 12.40 a. m., caused by a washout. No mail lost or d, and clerk not injured. The mail car was badly wrecked and the mail red to another car. Delayed fifteen hours.

'2.—Chicago and Evansville R. P. O., train 1, was derailed at Princeton, Ind., ɔ. m., caused by defective switch. Clerk not injured, and mails not damaged. l one hour and thirty-five minutes.

'25.—Memphis and Little Rock R. P. O. train 3, was wrecked near Little ırk., by running over a mule. The clerk was considerably bruised, but ıbled. No mail lost or damaged, but the mail car was badly demolished. l five hours and fifteen minutes.

'7.—New Orleans and Houston R. P. O., train 20, was wrecked at Broussard, the spreading of the rails. No damage to mail or mail car, and clerks not Delayed one hour and forty-five minutes.

'7.—Bayou Sara and Baton Rouge R. P. O. Mail steamer *Cleon* struck a snag ıouth of Baton Rouge, La., and sunk to the guards. No mail lost or damaged. nsferred to a tugboat and delivery made with a delay of three hours.

'9.—Dwight and Peoria R. P. O., train 9, was derailed 1 mile south of Cardonia. :.52 a. m. Clerk not injured and mails not damaged. Delayed two hours.

'0.—Memphis and Little Rock R. P. O., train 3. The mail car while standing ards at Memphis, Tenn., was run into by a train of cars attached to a [illegible] nd clerk Charles W. Preston, who was at work in the car, was slightly hurt lost or damaged.

't 1.—Coffeyville and Little Rock [illegible], train 233, was wrecked near [illegible]

Ark., caused by running over a steer. No damage to mail or mail car and clerk not injured. Delayed one hour and twenty-five minutes.

August 1.—East Radford and Kenova R. P. O., train 4, was wrecked at 6.45 a. m., near Bluestone Junction, W. Va. The mail apartment was slightly damaged. No mail lost or damaged and clerk not injured. Delayed three hours.

August 1.—Norton and Corbin R. P. O., train 1, was wrecked 1 mile south of Grays, Ky., at 11.50 p. m., caused by running into a tree that had been blown across the track. No mail lost or damaged and clerk not injured. Apartment car slightly damaged. Delayed six hours.

August 1.—Gilman and Springfield R. P. O., train 501, collided with an express train 8 miles east of Clinton, Ill., at 8.20 a. m., caused by mistaken orders. Clerk W. D. Baker was fatally injured, dying at 5 p. m. same day. The mail car was completely demolished and considerable mail was badly damaged by water from boiler of engine.

August 3.—South Bound and Streater R. P. O., train 2, was wrecked at Wheatfield, Ind., at 9.50 a. m., caused by broken axle on engine. No mail lost or damaged and clerk not injured. Delayed one hour and twenty minutes.

August 5.—Monett and Paris R. P. O., train 1, was derailed in the yards at Fort Smith, Ark., at 2.25 a. m. No damage to mail or mail car and clerk not injured. Delayed three hours and twenty minutes.

August 5.—Des Moines and Kansas City R. P. O., train 5, was wrecked at Glenwood Junction, Mo., at 5.05 a. m. No damage to mail or mail car and clerk not injured. Delayed one hour and five minutes.

August 5.—Alexandria and Lake Charles R. P. O., train 2, was derailed at Iowa Junction (n. o.) by the spreading of rails. No damage to mail or mail car. Clerk uninjured. Delayed two hours.

August 6.—Lincoln and Billings R. P. O., train 42, was derailed 9 miles west of Arvada, Wyo., at 5 p. m., caused by engine striking a herd of cattle. No damage to mails and clerk not injured. Postal car was badly damaged and rendered unfit for further service.

August 7.—New Orleans and Marshall R. P. O., train 54, was wrecked near Marshall, at 2.10 a. m. by running over a cow. No damage to mail or mail car and clerk not injured. Delayed two hours and twenty minutes.

August 7.—Leavenworth and Miltonvale R. P. O., train 92, was wrecked at 3.45 p. m. 2 miles from Leavenworth, Kans., caused by front trucks of box car leaving the track. No damage to mail or mail car and clerk not injured. Delayed forty minutes.

August 11.—Cedar Rapids and Council Bluffs R. P. O., train 6, was wrecked near Chelsea, Iowa, at 2.20 a. m., caused by collision with a freight train. Clerks not injured and mails not damaged. Delayed three hours and thirty minutes.

August 11.—Litchfield and Kampsville R. P. O., train 2, was wrecked at 11.30 a. m. near Reader, Ill., caused by running into an open switch and colliding with some box cars on siding. No damage to mails and clerk not injured. Delayed two hours.

August 12.—San Francisco, Mendota and Los Angeles R. P. O., train 19, ran into a freight car which was standing on the main track, at 6.20 p. m., near Porta Costa, Cal. No damage to mails or mail car and clerk not injured. Delayed only a few minutes.

August 12.—Burlington and St. Louis R. P. O., train 6, jumped the track when rounding a curve between Viele and Montrose, Iowa., about 8.24 a. m. No mail lost or damaged and clerks not injured. Delayed thirty-five minutes.

August 13.—Great Bend and Scott R. P. O., train 355, collided with a freight car, which had blown from side to main track, about 12.10 a. m., near Dighton, Kans. No damage to mail or mail car and clerk not injured. Delayed two hours.

August 13.—New York and Chicago R. P. O., train 44, was wrecked near Otis, Ind., caused by a washout. Clerks A. D. Hartman, S. Kohn, and M. F. Turrell were slightly injured. No mail lost or damaged. Delayed five hours and twenty-four minutes.

August 13.—St. Louis and El Dorado R. P. O., train 422, was wrecked 4½ miles east of Duquoin, Ill., at 7.18 p. m., caused by an open switch. No mails lost or damaged and clerk not injured. Delayed three hours.

August 13.—St. Louis and Eldorado R. P. O., train 401, was wrecked in the yards at Duquoin, Ill., at 10.48 a. m., by a head-end collision with a loose engine. No mails lost or damaged. Clerk John W. Nevill was slightly injured by jumping from his car. Delayed two hours.

August 13.—Monett and Paris R. P. O., train 6, was wrecked at Exeter, Mo., by someone placing spikes on the track. No damage to mail or mail car and clerk not injured. Delayed nine hours and twenty minutes.

August 14.—Washington and Hinton R. P. O., train 3, was wrecked at Ravensworth, Va., near Fairfax Station, at 11.37 p. m., by a misplaced switch. The postal car was considerably damaged, but no mails lost or destroyed. Clerks escaped with but slight bruises.

August 14.—Rouses Point and Albany R. P. O., train 4, collided with a freight train

at Dresden Station, N. Y., at 1.25 p. m. No mails lost or damaged and clerk not injured. Delayed one hour and thirty-five minutes.

August 14.—Kansas City and Memphis R. P. O., train 3, was wrecked 2¼ miles west of Jonesboro, Ark., at 2 p. m., caused by colliding with a tree which had blown across the track. No mail lost or damaged and clerk not injured. Delayed one hour and thirty-five minutes.

August 15.—Grafton and Cincinnati R. P. O., train 1, collided with a freight train a half mile east of Torch, 12 miles west of Parkersburg, W. Va., at 3.18 a. m. The postal car was demolished up to the large doors. Clerks J. W. Organ and S. C. Cooper were severely injured and W. W. Wild slightly. The mail was badly damaged by blood, water, and steam. No mail lost.

August 16.—Augusta and Atlanta R. P. O., train 4, collided with freight train left on main track at Covington, Ga. No damage to mail car, clerk, or mail. Delayed three hours.

August 18.—Kansas City and Caldwell R. P. O., train 4, collided with a switch engine in the Armstrong, Kans., yards at about 8.10 a. m. The postal car was considerably damaged. No mail lost or damaged, and clerks not injured. Delayed fifty minutes.

August 18.—Butte and Ogden R. P. O., train 8, collided with a freight train at Cache Junction, Utah, at 9.25 a. m. The mail car was smashed at both ends, but no mail lost or damaged. Clerk not injured. Delayed by wreck four hours and fifteen minutes.

August 18.—Ord and Grand Island R. P. O., train 82, was derailed at 8.30 a. m. while switching on side track at Olean, Nebr. Clerk not injured, and no mail lost or damaged. Delayed three hours and eight minutes.

August 20.—Davenport and Leavenworth R. P. O., train 11, was wrecked at 4.10 a. m. one-half mile east of Drakesville, Iowa, caused by rear truck of apartment car leaving the track. Apartment car was thrown from the track, landing on its side in the ditch. All mail was thrown from the cases and scattered about the car, and more or less damaged by oil from the car lamps and water. Delayed ten hours.

August 20.—Erie, Butler and Pittsburg R. P. O., train 20, collided with Pittsburg and Western R. R. train 7, at Wittmer Station, Pa. No damage to mail or mail car, and clerk not injured. Delayed one hour and twenty-five minutes.

August 20.—Detroit, Grand Lodge and Grand Rapids R. P. O., trains 7 and 8, collided at Fowlersville, Mich., at 8.15 p. m. Postal car of train 8 was damaged to such an extent that it was cut out and mail transferred to another car. Delayed three hours. Postal car of train 7 was damaged but was able to continue through on run. Delayed two hours and forty minutes. Clerks not injured, and no mail lost or damaged.

August 21.—San Francisco and San Luis Obispo R.P.O., train 6, was wrecked near Castroville, Cal., caused by breaking of axle on tender of engine, which came in contact with forward trucks of mail car, damaging same to such an extent as to necessitate its being cut out of train and transferring mail to a baggage car. Mails delayed one hour and twenty minutes. No injury to clerk or damage to mails.

August 22.—St. Louis and Paducah R.P.O., train 323, was wrecked at 9.56 p. m. near New Denison, Ill., caused by colliding with a tree which had fallen across track. Mail car derailed and mail was transferred to a baggage car. No mail lost or damaged and clerk not injured. Delayed six hours.

August 23.—Salida and Silverton R. P. O., train 6, was wrecked two miles west of Sublett Station, Colo., at 6.10 p. m., caused by broken rail. The entire train except the engine was thrown from the track. Mails transferred to another car. No damage to mails except that a few letters were soiled by oil from the lamps. Delayed six hours and twenty minutes.

August 24.—Pittsburg and Fairmont R. P. O., train 51, was derailed at Uniontown, Pa., at 5.10 p. m. Mail car slightly damaged. No mail lost or destroyed, and clerk not injured. Delayed two hours and forty minutes.

August 24.—Pittsburg, Akron, and Chicago R. P. O., train 14, was delayed four hours at Valencia, Pa., by colliding with a flat car loaded with tubing. No damage to mail or clerks.

August 25.—Little Rock and Alexandria R.P.O., train 221, left the track at a switch near the Union Depot in Little Rock, Ark., at 8.45 a. m. The mail car was badly damaged. No mail lost or damaged, and clerk not injured. Delayed one hour and twenty-five minutes.

August 25.—Minot and Butte R.P.O., train 3, collided with a construction car near Elton Station (n. o.), N. Dak., at 8 a. m. No mail lost or damaged, and clerk not injured. Delayed fifty-six minutes.

August 29.—St. Cloud and Willmar R.P.O., train 5, was run into by a freight train at the St. Cloud, Minn., yards at 8.25 p. m. The mail car was badly damaged. No mail lost or damaged, and clerk not injured. Delayed two hours and forty minutes.

August 30.—Albuquerque and Los Angeles R. P. O., train 1, was wrecked in the

yards at Williams, Ariz., at 7 p. m., caused by a misplaced switch. The platform of the postal car was slightly damaged, but there was no injury to the mails. Clerk not injured. Delayed seven hours.

August 31.—St. Paul and Helena R. P. O., train 2, collided with a train of the Chicago, St. Paul, Minneapolis and Omaha R. R. in the yards at St. Paul, Minn., at 9.50 p. m. The front end of the postal car was smashed in, but no mails were damaged. Delayed two hours and fifty-five minutes.

September 1.—Los Angeles and San Bernardino kite-shaped R. P. O., train 42, was derailed at Arcata, Cal., at 8.10 a. m. No damage to mails or postal car, and clerk not injured. Delayed one hour and forty-five minutes.

September 1.—Ishpeming and Chicago R. P. O., train 5, was wrecked at North Evanston, Ill., at 11.55 a. m., caused by spreading rails. The engine, baggage, mail, and express cars left the track, the mail car turning over on its side in the ditch. The clerks were severely shaken up, but not injured. The mail car was badly damaged and the mail transferred to another car. The mail was scattered and badly mixed, and some slightly damaged by oil from the lamps. Delayed three and one-half hours.

September 2.—Portland and Rockland express train 127. When 10 miles east of Portland a lamp in the baggage car exploded, damaging four pouches of mail. Two or three sacks of paper mail were entirely consumed, but no letter mail was lost or damaged to such an extent that it could not be forwarded to destination.

September 2.—Mahaffey and Cresson R. P. O., train 713, jumped the tracks at Wintersett Station at 11.01 a. m. No injury to clerk or damage to mail or postal car. Delayed six hours.

September 3.—St. Louis and Council Bluffs R. P. O., train 5-15, jumped the track two miles north of Shenandoah, Iowa, at 9.50 a. m. No mails lost or damaged, and clerk not injured. Delayed twenty minutes.

September 3.—Memphis and Little Rock R. P. O., train 3, was derailed near Brinkley, Ark., at 10.38 p. m., by striking a cow. No injury to clerk, mail, or mail car. Delayed six hours and thirty-five minutes.

September 3.—Baltimore and Pittsburg R. P. O., train 10, was derailed near Ohiopyle, Pa., at 11.45 p. m. No damage to clerks, mail, or mail car. Delayed five hours and twenty minutes.

September 4.—New Orleans and Marshall R. P. O., train 51, jumped the track near Victoria, La., caused by running over a cow. No damage to mail or mail car and clerks not injured. Delayed one hour and forty-five minutes.

September 4.—St. Paul and Helena R. P. O., train 1, mail delayed four hours and thirty-five minutes by engine hauling the train leaving the track and being wrecked 2¼ miles west of Dickinson, Mont., at 11.05 a. m.

September 5.—St. Louis and Kansas City R. P. O., train 7, was wrecked 2 miles west of Sedalia, Mo. No mail lost or damaged and clerks not injured. Delayed two hours and twenty minutes.

September 7.—Norfolk and Lynchburg R. P. O., train 4, was wrecked at 4.28 p. m. near Rice Depot, Va. The steps on one side of the mail car were torn off. No damage to clerk or mail. Delayed one hour and nineteen minutes.

September 7.—Cairo and Gatesville R. P. O., train 1, collided with train 8 of the New Lewisville and Shreveport R. P. O. in the yard at New Lewisville, Ark., demolishing the fenders of both trains. No damage to mail or mail car and clerk uninjured. Delayed one hour and five minutes.

September 7.—Kansas City and Coffeyville R. P. O., train 1, collided with a box car near Selma, Kans., at 11.45 p. m. Mail car not damaged and no mail lost or damaged. Clerk uninjured. Delayed six hours and thirty minutes.

September 8.—Athol and Springfield R. P. O., train 475, collided with a wild engine near Red Bridge, Mass., at 5.15 p. m. The mail car was somewhat damaged, but no mails lost or damaged. Clerk escaped injury by jumping from the car.

September 8.—Sheboygan and Princeton R. P. O., train 400, was derailed near Fond du Lac, Wis., at 8.30 a. m., by running into an open switch. No mail lost or damaged and clerk not injured. Delayed one hour.

September 9.—Kansas City and La Junta R. P. O., train 8, collided with a way car by running into an open switch in the Hutchison yards. No mail lost or damaged, and clerk not injured.

September 9.—Marion and Cincinnati R. P. O., train 5, collided with a wild engine near Enon, Ohio, about 12.30 noon. The mail apartment car was badly damaged and the clerk slightly injured. No mail lost or damaged. Delayed five hours.

September 10.—Buffalo and Chicago Express, train 41. When near Goshen, Ind., the express car, which contained mail and express, was discovered to be on fire and the car cut out at Goshen, Ind. Some paper mail, the number of sacks it was impossible to ascertain, was destroyed. Cause of fire not known.

September 10.—La Crosse and Woonsocket R. P. O., train 22, collided with a freight train near Lanesboro, Minn., at 3 p. m. No loss or damage to the mails, and clerk

hile thrown down and slightly injured on the side, was not incapacitated for duty. elayed six hours and forty minutes.

September 10.—Waycross and Montgomery R. P. O., train 57, was wrecked at Pinckrd, Ala., at 4.20 a. m., by running into side track and colliding with freight cars. o damage to clerk, car, or mail. Delayed one hour and a half.

September 10.—Hamilton and Anacortes R. P. O. was delayed near Tenth street spot, Anacortes, Wash., at 8.20 a. m., by turning of rail on curve. No damage to ail, clerk, or car. Delayed one hour and five minutes.

September 11.—Kansas City and Virginia R. P. O., train 11, was wrecked 2 miles est of Birmingham, Kans., about 11 a. m. Cause of wreck unknown. Mail car molished, and clerk, J. B. Scanlon, slightly injured. Some mail was slightly damged by water, and oil from the lamps. Delayed eight hours and forty-five minutes.

September 12.—Boone and Des Moines R. P. O., train 3, was derailed 2 miles north of ranger, Iowa, at 4.30 p. m. No damage to mails, and clerk not injured. Delayed rty minutes.

September 13.—Elroy and Winona R. P. O., train 2, was wrecked in the yards at lroy, Wis., about 12.50 a. m., by colliding with some freight cars. The engine was mpletely wrecked and the forward end of the mail car knocked in. The clerk ved himself by jumping from the car. No mail lost or damaged.

September 15.—New York and Pittsburg R. P. O., train 10, was wrecked by colliding ith some freight cars near Allegrippus (n. o.), Pa., at 8.30 p. m. The mail car was nsiderably damaged. Clerks not injured and mails not damaged. Delayed one our and twenty minutes.

September 15.—Charleston and Jacksonville R. P. O., train 78, ran into an open switch miles south of Waycross, Ga. No damage to clerks, car, or mails. Delayed forty inutes.

September 16.—Lakeland and Punta Gordo R. P. O., train 35, was derailed by running ver a cow near Fort Meade, Fla., at 9.30 p.m. No mail lost or damaged and clerk ot injured. Delayed nine hours.

September 17.—Penn Haven and Sunbury R.P. O., train 1, collided with an engine at Mahanoy City, Pa., at 1.30 p. m. Clerk was considerably bruised, but not disabled. No mail lost or damaged. Delayed forty-five minutes.

September 18.—Butte and Ogden R. P. O., train 7, was wrecked near Twelfth street, Ogden, Utah, by running into falling timbers and telegraph poles, the result of a wind storm. The mail car was slightly damaged. No mail lost or damaged, and clerk not injured. Delayed eight hours and twenty minutes.

September 18.—Macon and Birmingham R. P. O., train 2, was wrecked near Howard, Ga., at 5.30 p. m., by defective switch. The mail car turned over and the mail was damaged by oil. Clerk escaped with a few bruises. Delayed twelve hours.

September 19.—Augusta and Atlanta R. P. O., train 28, collided with an express train at Mesena, Ga. No mail lost or damaged and clerk not injured. Delayed eight hours.

September 19.—Pittsburg and Washington R. P. O., train 119, was derailed at Meadowland, Pa., in side-tracking. Cause of accident unknown. No damage to mail, car, or clerk. Delayed twenty minutes.

September 20.—Butte and Ogden R. P. O., train 7, was wrecked by a head-end collision with Garrison and Butte R. P. O., train 101, near Rocker, Mont. Substitute clerk A. B. Jones was severely injured. Postal car was slightly damaged, but mails were not injured. Delayed two hours and thirty minutes.

September 20.—Chattanooga and Atlanta R. P. O., train 8, was wrecked at 6 a. m., near Hiram, Ga., by flange on front truck of mail car breaking. No damage to mail and clerk not injured. Delayed four hours and forty minutes.

September 21.—Tracy and Pierre R. P. O., train 3, was wrecked by a collision with the locomotive of another train in the yards at Brookings, S. Dak., at 7.30 p. m. The baggage end of the mail apartment car was telescoped for about 6 feet. No mail lost or damaged and clerk not injured. Delayed eight hours and fifty minutes.

September 21.—Leavenworth and Miltonvale R. P. O., train 92, was wrecked about half a mile west of Blaine, Kans., at 10.25 a. m. No damage to mail or mail car and clerk not injured. Delayed four hours.

September 21.—Mackinaw and Detroit R. P. O., train 202, was derailed near Grayling, Mich., about 1.40 a. m. The mail car was thrown from the track and a portion of the letter mail thrown from the cases and slightly damaged by oil from the lamps. Clerk uninjured.

September 22.—Chicago, Decatur and Quincy R. P. O., train 3, was derailed between Mounds and Mount Sterling, Ill., at 8.40 p. m., caused by train striking a drove of cattle. Mail car left the track. No damage to mails and clerk not injured.

September 22.—Wheeling and Kenova R. P. O., train 2, was derailed at Beus Run, W. Va., at 1.25 p. m.; cause unknown. No mail lost or damaged and clerk not injured. Delayed two hours and fifteen minutes.

September 28.—Cuba and Salem R. P. O., train 52, was wrecked half a mile north of

Avery Station, at 8.30 a. m., on account of broken rail. No damage to mail, mail car, or clerk. Delayed a few minutes.

September 24.—Chicago, Elroy and St. Paul R. P. O., train 2, was derailed at Wilson, Wis., at 8.21 p. m. No mail lost or damaged and clerk not injured. Delayed forty-seven minutes.

September 24.—Galesburg and Havana R. P. O., train 2, was derailed at 3.25 p. m., between Cuba and Fiatt, Ill. The clerk jumped and escaped injury. No damage to the mail.

September 25.—Chicago, Bureau and Peoria R. P. O., train 303, ran into an open switch in the yards at Peoria, Ill., at 7 a. m., and collided with a freight car. No damage to mails and clerk not injured. Delayed fifteen minutes.

September 25.—Milwaukee and Mineral Point R. P. O., train 6, was derailed at Waukesha, Wis., at 6.30 p. m. No mail damaged, and clerk not injured. Delayed forty-five minutes.

September 25.—Denison and Houston R. P. O., train 1, was derailed near Benchley, Tex., at 1.05 p. m. No damage to mail or mail car, and clerk not injured. Delayed one hour and five minutes.

September 25.—Scranton and Northumberland R. P. O., train 8. The door frame of the mail apartment car caught fire from the sparks of the engine between Kingston and Wyoming, Pa., about 8.15 p. m. A large hole was burned in the door frame, but the fire was discovered in time to avoid any serious damage.

September 25.—Texarkana and El Paso R. P. O., train 3, was derailed near Gladewater, Tex., by running over a cow. No damage to mail or mail car, and clerk not injured. Delayed six hours.

September 28.—Kansas City and Siloam Springs R. P. O., train 1, was wrecked about 7.15 a. m. just after leaving Siloam Springs. No damage to mail or mail car, and clerk not injured. Delayed two hours and forty-five minutes.

September 30.—New York and Pittsburg R. P. O., train 10, was wrecked by running into the railroad station, which had been blown by the cyclone across the track, at Steelton, Pa., at 1.15 a. m. No damage to mail, and clerk not injured. Delayed eight hours.

October 1.—Kansas City and Ash Grove R. P. O., train 106, was wrecked about 7.40 p. m. by striking a steer upon the track. No damage to mail or mail car, and clerk not injured. Delayed two hours and fifty-two minutes.

October 1.—Texarkana and Laredo R. P. O., train 4, was derailed near Wetmore, Tex., at 9.40 a. m. No damage to mail or mail car, and clerk not injured. Delayed forty minutes.

October 2.—Texarkana and Laredo R. P. O., train 2, was wrecked near McNeil, Tex., at 12.45 a. m. by the breaking of an axle. No damage to mail, mail car, or clerk. Delayed six hours.

October 2.—Peoria and Evansville R. P. O., train 4, ran into an open switch near Olney, Ill., at 8.25 p. m., and collided with a switch engine. Forward end of apartment car was crushed, but clerk was not injured and mails not damaged. Delayed fifty minutes.

October 2.—Boundary Line and St. Paul R. P. O., train 9, collided with some derailed freight cars 2 miles west of Minneapolis, Minn., about 5.30 p. m. The corner of the mail car was smashed and the glass on one side of the car broken. Clerk E. A. Kling was slightly bruised. Some few pieces of mail were soiled and wet by water from the engine tank. Delayed four hours and forty minutes.

October 3.—Wichita Falls and Dallas R. P. O., train 18, was derailed near Nocona, Tex., at 6.20 p. m. No damage to mail or mail car, and clerk uninjured. Delayed four hours and thirty minutes.

October 4.—Chicago, Abbotsford and Minneapolis R. P. O., train 2, was delayed twenty-seven minutes by colliding with the rear end of a suburban train at Thatchers Park, Ill., about 10.19 p. m.

October 4.—Kansas City and Lajunta R. P. O., train 2, was wrecked near the depot at Peterson, Kans., about 5 a. m., due to the boiler of the engine exploding. The postal car jumped the track, ran about 50 feet, turned over on its side, and was badly wrecked. Clerk H. S. Foster was severely injured and R. O. Magee slightly. No mail lost, but some was damaged by oil and water. Delayed nine hours.

October 5.—St. Paul and Helena R. P. O., train 1, was derailed in the railroad yards at Minneapolis, Minn., about 3.35 p. m. No mail lost or damaged, and clerks not injured. Delayed three hours and forty-one minutes.

October 5.—Boston and Cape Cod R. P. O., train 623, collided with a freight train near Braintree, Mass., at 7.25 a. m. The mail car was somewhat damaged, but no damage to clerks or mails. Delayed three and a half hours.

October 5.—Wynne and Helena R. P. O., train 101, was wrecked near Caldwell, Ark., by the breaking of an axle under the engine. No damage to mail or mail car, and clerk not injured. Delayed two hours and fifty minutes.

October 6.—Chicago, Elroy and St. Paul R. P. O., train 2, was delayed four hours

and five minutes by the breaking down of the engine near Afton, Wis., at 5 a. m., and again after leaving Caledonia. No damage to clerks or mail car.

October 7.—St. Paul and Minot R. P. O., train 4, was delayed fifty minutes between Emerando and Ojecto, N. Dak., at 1.10 a. m., by derailment of the engine. No damage to clerks or mail.

October 7.—Chicago and West Liberty R. P. O., train 4, was derailed near Minooka, Ill., at 5 a. m., caused by the engine leaving the track. Clerks not injured and no damage to the mails. Delayed three hours and fifteen minutes.

October 7.—Kansas City and Lajunta R. P. O., train 2, ran into a wreck caused by the rear-end collision of express train 8 with express train 30, and was then run into by another freight train. No mails lost or damaged and clerks not injured. Delayed three hours and thirty minutes.

October 8.—St. Louis and Burrton R. P. O., train 102, ran into a Missouri Pacific freight train at the crossing at Neodesha, Kans., at 2.10 a. m. No mails lost or damaged and clerk not injured. Delayed one hour and twenty minutes.

October 8.—Caledonia and Springvalley R. P. O., train 419, was derailed while switching in the yards at Caledonia, Ill., at 3.25 p. m. No damage to mails and clerk not injured. Delayed one hour.

October 8.—Houston and Eagle Pass R. P. O., train 19, was derailed near Idlewild, Tex., at 11.55 a. m. No damage to mail or mail car and clerk not injured. Delayed twenty minutes.

October 12.—Topeka and Mahatta R. P. O., train 154, was wrecked at 5 p. m. about 2¼ miles east of Eskridge. No damage to mails and clerk not injured. Delayed twelve hours.

October 12.—Atlanta and Birmingham R. P. O., train 38, collided with an incoming freight train in the yards at Birmingham, Ala., at 6.05 a. m. Clerk B. L. Williams was severely injured. A small amount of paper mail was damaged by water, but none lost. Delayed two hours.

October 12.—Garretson and Yankton R. P. O., train 62, collided with a freight car near Irene, S. Dak., at 6.59 a. m. No damage to mail or mail car, and clerk not injured. Delayed four hours and two minutes.

October 12.—New York and Point Pleasant R. P. O., train 317, was delayed fourteen minutes by colliding with a passenger train in Jersey City yard at 4.14 p. m. No damage to mails or injury to clerks.

October 12.—Cazadero and San Francisco R. P. O., train 5, was wrecked by the breaking of an axle on the forward truck of the mail car at Hamlet (n. o.), Cal., at 10.30 a. m. No damage to mails and clerk not injured. Run completed in baggage car. Delayed one hour and a half.

October 13.—St. Louis and Council Bluffs R. P. O., train 15, was wrecked at 5.45 a. m. near McFall, Mo., caused by broken rail. No damage to mail and clerks not injured. Delayed six hours and thirty minutes.

October 13.—Nashville and Tracy R. P. O., train 124, was delayed two hours and thirty-five minutes by running over a cow near Monteagle, Tenn. Mail apartment car not damaged.

October 14.—St. Louis and Texarkana R. P. O., train 55, was delayed seven hours near Newport, Ark., by the breaking of the tender trucks, at 5 a. m. No damage to mail or mail car and clerks not injured.

October 14.—Columbia and Jacksonville R. P. O., trains 35 and 36, collided about 22 miles south of Columbia, S. C., at 3.15 a. m. Mail cars on both trains were totally wrecked. Car on train 35 was completely consumed, together with entire mail, by fire. Clerk L. A. Thomas was burned in the wreck, only a few charred bones being recovered. The baggage master, in the baggage apartment, shared the same fate. It being impossible to identify whether the remains recovered were those of Clerk Thomas or the baggage master; they were buried in the same grave. It is not known whether the fire originated from the lamps or the stoves, but presumably from the former. Clerk D. F. James was severely injured. All mail on train 36 was recovered with but slight damage from water

October 14.—Omaha and Ogden R. P. O., train 3, was held up by robbers at 1.45 a. m. near Uinta, Utah. Four registered pouches were rifled.

October 15.—Temple and San Angelo R. P. O., train 41, was derailed near Copperas, Tex., at 11.23 a. m. No damage to mail or mail car and clerk not injured. Delayed eight hours and fifteen minutes.

October 15.—Kansas City and Wellington R. P. O., train 204, was wrecked at 11.08 p. m. at Moline, Kans., on account switch being left open. No damage to mail car or mail. Clerks not injured. Delayed four hours and fifteen minutes.

October 15.—Topeka and Fort Scott R. P. O., train 285, was wrecked near Richland, Kans., at 9.15 a. m., caused by freight car jumping the track. No mails lost or damaged and clerk not injured. Delayed seven hours.

October 15.—Champaign and Decatur R. P. O., train 701, was derailed at Oreana, Ill., at 9.45 a. m., caused by defective switch. No damage to mails and clerk not injured. Delayed three hours.

October 15.—St. Louis and Texarkana R. P. O., train 53, was wrecked near Gifford, Ark., at 4.15 p. m. No damage to mail or mail car and clerk not injured. Delayed seven hours and twenty minutes.

October 15.—Bennington and Chatham R. P. O., train 1, was wrecked near Petersburg Junction. No damage to mail or mail car. Delayed five hours.

October 16.—Bennington and Chatham R. P. O., train 6, was derailed at Petersburg Junction at 6.30 p. m. No damage to mail or mail car and clerk not injured. Delayed three hours.

October 16.—Conroe and Navasota R. P. O., train 36, was wrecked near Yarboro, Tex. No damage to mail or mail car and clerk not injured. Delayed two hours and thirty minutes.

October 16.—Conway Springs and Larned R. P. O., train 492, was wrecked about 2.50 p. m. at Norwich, Kans. No damage to mails and clerk not injured.

October 17.—Salida and Ouray R. P. O., train 367, was derailed, about 3.10 p. m., near Ridway, Colo., by striking a cow. No mail lost or damaged and clerks not injured. Delayed six and one-half hours.

October 20.—St. Paul and Minot R. P. O., train 4, was delayed four hours and thirty minutes by engine jumping the track near Larimore, N. Dak., about 10 a. m.

October 20.—Kansas City and Memphis R. P. O., train 1, was wrecked at 7 p. m., about 6 miles from Springfield. The end of the mail car was knocked out. Clerk S. H. Randolph was bruised but not disabled. No mail lost or damaged. Delayed five hours.

October 21.—St. Louis and Burrton R. P. O., train 6, while being switched in the yards at Monett, Mo., was run into by another car, and Clerk A. B. Haefeli severely injured. Delayed forty-five minutes.

October 22.—St. Louis and Burrton R. P. O., train 105, ran into a freight train near Beaumont, Kans., at 2 p. m., and was badly wrecked. Postal car had the end knocked in, trucks torn from under storage end, and was otherwise damaged. No mail lost or damaged. The clerk was thrown to the floor, badly shaken up, but not disabled. Delayed ten hours.

October 23.—St. Louis, Louisiana and Kansas City R. P. O., train 48, was delayed one hour and thirty minutes by being held up, about 6 p. m., between Selma and Independence, Mo. The robbers did not molest the mail car.

October 23.—Helena and Spokane R. P. O., trains 2 and 6, were derailed near Eddy, Mont., at 7.15 p. m. Clerk in charge considerably shaken up, but not disabled. No mail lost or damaged. Delayed one hour and thirty minutes.

October 24.—Houston and El Paso R. P. O., train 20, collided with a special near Alpine, Tex., at 8.30 a. m. Mail car badly damaged, but clerk not hurt. No mail lost or damaged. Delayed ten hours.

October 25.—Kansas City and Arkansas City R. P. O., train 114, collided with a freight train 2 miles north of Arkansas City, at 6.08 a. m. The postal car was disabled, but no mail lost or damaged and clerk not injured. Delayed five hours.

October 25.—Peoria and Evansville R. P. O., train 1, was derailed between Coles and Mattoon, Ill., at 12.15 p. m. No damage to mail and clerk not injured. Delayed one hour and fifty minutes.

October 26.—Scottsville and Gallatin R. P. O., train 1, was derailed at 9.15 a. m. near Westmoreland, Tenn. The mail car was badly damaged. No mail damaged and clerk not injured. Mail delayed one day.

October 26.—Denison and Houston R. P. O., train 2, was derailed near Courtney, Tex., at 11.25 a. m. The mail car was badly damaged. The mail was scattered but none lost or damaged. Clerks unhurt. Delayed eight hours.

October 27.—Wellington and Panhandle R. P. O., train 203, was derailed near Higgins, Tex., by running into a herd of cattle. No damage to mail or mail car and clerk not injured. Delayed four hours.

October 27.—El Paso and Los Angeles R. P. O., train 20, was wrecked 6 miles east of Maricopa, Ariz., at 6.20 a. m. No damage to mail or mail car and clerk not injured. Delayed seven hours.

October 27.—Cairo and New Orleans R. P. O., train 1, was wrecked at 5.28 a. m., by running into the rear end of a freight train near Tangipahoa, La. No damage to mail or mail car. Clerk S. L. Collins was severely injured. Delayed six hours.

October 28.—Spokane and Coulee City R. P. O., train 14, was wrecked 2 miles east of Mondovi, Wash., at 10.20 a. m. No damage to mail, clerk, or car. Delayed three hours.

October 29.—Buffalo and Pittsburg R. P. O., train 3, was wrecked at 3.30 a. m., between Glyndon and Spartansburg, Pa., caused by striking a cow, leaving the track and running into some freight cars. No injury to mails or clerks. Apartment car slightly damaged. Delayed eight hours.

October 30.—St. Louis and Sedalia R. P. O., train No. 2, ran into an open switch at Sweeney, Mo., at 9.35 a. m., and collided with a work train. No mail lost or damaged and clerk not injured. Delayed three hours.

October 31.—Lincoln and Manhattan R. P. O., train 45, jumped the track 2 miles north of Blue Rapids, Kans., about 11 a. m. No damage to mail or mail car and clerk not injured. Delayed six hours and thirty minutes.

October 31.—St. Louis, Moberly and Kansas City R. P. O., train 11, jumped the track at Moberly, Mo., at 10 p. m. No damage of any kind.

November 1.—St. Paul and Minot R. P. O., train 8, was derailed near the Union depot in Minneapolis, Minn., at 6.44 a. m. No damage to mails or clerks. Delayed fifty-three minutes.

November 2.—Toledo and St. Louis R. P. O., train 4, was wrecked at New Haven, Ind., at 8.45 p. m., caused by a misplaced switch. The newspaper car, which is used as a regular postal on this train, was completely demolished. Some of the mail was damaged by oil and dirt. Clerk O. E. Sullivan and substitute clerk J. E. Ray were slightly injured.

November 3.—San Francisco and Los Angeles R. P. O., train 20, collided with an engine at Mojave, Cal., at 2.30 a. m., damaging the front end of the mail car. The letters were all thrown from the cases, and one package of letters saturated with oil from broken lamps. Clerks not injured. Delayed forty-five minutes.

November 4.—Monett and Paris R. P. O.: Clerk Edwin G. Bryan, in attempting to make catch at Staunton, Ark., about 10.15 a. m., was struck on the head by some object, supposed to have been the lock from the pouch, and severely injured.

November 4.—Jamestown and Oakes R. P. O., train 122, was derailed by snow at Valley Junction (n. o.), N. Dak., at 1.43 p. m. No damage to clerk and no serious damage to mail car. No mail lost or damaged. Delayed fifty-two minutes.

November 5.—Topeka and Fort Scott R. P. O., train 286, was derailed about 10.20 a. m., in the Garnett, Kans., yards, on account of defective frog. No mail lost or damaged and clerk not injured. Delayed one hour.

November 5.—Chicago and Minneapolis R. P. O., train 22, collided with a switch engine in the Western avenue yards near Chicago, Ill., at 1.10 p. m. The mail car was disabled and withdrawn from service. No mail lost or damaged and clerks not injured.

November 5.—Middleton and Pontotoc R. P. O., train 2, was wrecked at New Albany, Miss., at 3.30 a. m. No damage to mail or mail car. Clerk received painful bruises, but was not disabled.

November 6.—Ashfork and Phœnix R. P. O., train 1, was wrecked 15 miles south of Ashfork, Ariz., at 8.05 a. m. No damage to mail or mail car, and clerk not injured. Delayed six hours and twenty minutes.

November 6.—Chicago and Lake Geneva R. P. O., train 180, was derailed at Carpentersville, Ill., at 8.25 a. m., caused by spreading rails. Mails thrown from cases, but not injured. Delayed one hour and thirty minutes.

November 6.—Denver and Ogden R. P. O., train 1, collided with a stock train in Tennessee Pass Tunnel at 7.30 p. m. The front end of mail car was telescoped by engine tank, and rear end by baggage car. Clerk C. E. Wiley received several severe bruises, but was not disabled. About two hundred letters were damaged. Delayed seven hours and fifteen minutes.

November 6.—St. Paul and Helena R. P. O., train 1, collided with a hand car between Belfield and Medora, N. Dak., about 9.45 a. m. Mail car slightly damaged. No mail lost or damaged, and clerks not injured. Delayed fifty-five minutes.

November 7.—St. Louis and Council Bluffs R. P. O., train 14-4, was derailed at Whitton, Mo., at 10.35 p. m. No mail lost or damaged, and clerk not injured. Delayed one hour and a half.

November 7.—Wilkesbarre and Pottsville R. P. O., train 441, ran off the tracks at Locust Junction (n. o.), Pa. No damage to mail, car, or clerk. Delayed one hour and a half.

November 7.—Meridian and Shreveport R. P. O., train 2, was wrecked 5 miles west of Jackson, Miss., at 5.25 p. m., by running into an open switch. No damage to mail or clerk. Delayed four hours and a half.

November 7.—Rocky Mount and Danville R. P. O., train 417, was derailed and wrecked 6 miles east of Rocky Mount, Va., at 4.25 a. m., caused by a broken rail. The apartment car was thrown from the track down an embankment, turning completely over, took fire from the stove, and was entirely destroyed. A few loose letters and a small amount of paper mail was destroyed. Clerk B. R. Powell was slightly injured.

November 8.—Havre and Spokane R. P. O., train 3, was badly wrecked by running into a rock slide near Bonners Ferry, Idaho, at 1.15 p. m. No mail lost or damaged, and clerk not injured. Delayed eight hours.

November 9.—Danville and Shelbyville R. P. O., train 71, was derailed between Danville and Danville Junction, Ill., at 2.30 p. m., caused by spreading rails. No damage to mails, and clerk not injured. Delayed one hour and fifteen minutes.

November 9.—Pulaski City and Monarat R. P. O., train 36, was wrecked by running into the rear end of a freight train near Delton, Va., at 3.20 p. m. Mail apartment slightly damaged, but no mail lost or damaged, and clerk not severely injured.

November 10.—Helena and Spokane R. P. O., train 1, was wrecked at 10.45 a. m., by running into a rock slide. The mail car was thrown over on its side and disabled. Some mail was slightly wet by water from the water tank, but none lost or seriously damaged. Clerk was violently shaken up, but not disabled. Delayed eighteen hours.

November 10.—Omaha and Ogden R. P. O., train 3, was wrecked at Roscoe Siding, Wyo., at 1.10 a. m., caused by a broken rail. Clerks not injured, and no damage to mails. Delayed two hours.

November 11.—Park Rapids and Sauk Center R. P. O., train 30, was delayed one hour and fifteen minutes at Long Prairie, Minn., by one of the cars of the train leaving the track. No damage to mail or injury to clerk.

November 12.—Denison and Hillsboro R. P. O., train 34, was derailed near Rowlett, Tex., at 10.48 p. m. No damage to mail or mail car and clerk not injured. Delayed one hour and forty minutes.

November 12.—Plymouth and Rocky Mount R. P. O., train 65, was derailed one-half mile west of Everetts, N. C., at 8.45 a. m., caused by spreading rails. No damage to mails and clerk not injured.

November 12.—Atlanta and New Orleans R. P. O., train 37, was wrecked 6 miles south of Montgomery, Ala., about 10 p. m. Postal car left the track. No mail lost or damaged. Clerk Joseph Hughes was severely injured. Delayed twelve hours.

November 14.—Havre and Spokane R. P. O., train 3, was wrecked by colliding with a freight car near Kipp, Mont., at 1.50 a. m. The mail car was disabled and cut out of train. Clerk not injured and mail not damaged. Delayed sixteen hours.

November 15.—New Orleans and Houston R. P. O., train 20, collided with a freight train at 5.40 a. m., near Terry, Tex. No damage to mail or injury to clerk. Delayed thirty minutes.

November 15.—Kansas City and Joplin R. P. O., train 9, was wrecked at 8.21 p. m., near Webb City, Mo. No damage to mail and clerk not injured. Delayed forty minutes.

November 16.—Altamont and St. Joseph R. P. O., train 17, was wrecked 2½ miles east of Maysville, Mo., at 7.55 a. m., caused by driving rod of engine giving away. No damage to mail and clerk not injured. Delayed three and a half hours.

November 16.—Denver and Ogden R. P. O., train 2, was wrecked 9 miles west of Westwater, Utah, at 5.10 p. m., caused by colliding with fallen rock. Mail apartment car was badly damaged and a small quantity of paper mail injured by water. Clerk Crayton B. Wheeler was slightly injured Delayed fifteen hours.

November 17.—Norfolk and Danville R. P. O., train 2, was derailed by spreading rails at Edgerton, Va., at 1.30 p. m. Mail apartment car was disabled and mail transferred to another car. No damage to mails or injury to clerk. Delayed seven hours.

November 17.—Salisbury and Knoxville R. P. O., train 15, was wrecked 3 miles west of Old Fort, N. C., at 11.15 p. m., by colliding with a loose engine. The mail car was damaged to such an extent as to render it unfit for service, and a considerable amount of letter mail was slightly damaged by water. Clerk escaped without serious injury. Delayed ten hours.

November 20.—Des Moines, Savanna and Kansas City R. P. O., train 1, collided with an electric car in the city limits of Leavenworth, Kans., at 2.04 p. m. The postal car was partially derailed and rendered unfit for service. No mail damaged and clerk not injured. Mail transferred to a baggage car.

November 21.—Los Angeles and San Bernardino kite-shaped R. P. O., train 1, was derailed at 5.15 p. m., near Rincon, Cal. No damage to mail, mail car, or clerk. Delayed four hours and a half.

November 23.—Colmesneil and Trinity R. P. O., train 84, was derailed near Trinity, Tex., at 8.45 p. m. No damage to mail or mail car and clerk not injured. Delayed nine hours.

November 23.—Conroe and Navasota R. P. O., train 36, was derailed near Bobbin, Tex., at 8.25 a. m. No damage to mail or mail car and clerk not injured. Delayed two hours.

November 24.—Whiting and Tuckerton R. P. O., train 10, was delayed two hours by coal car attached to the train breaking down at 10.20 a. m., near Whiting, N. J.

November 25.—Cheyenne and Huntington R. P. O., train 2, ran into an open switch at Caldwell, Idaho, at 6.15 p. m. No damage to mails and clerks not injured. Delayed five hours and forty-five minutes.

November 25.—Memphis and New Orleans R. P. O., train 21, collided with a freight train at 2.01 p. m., near Whittaker, Miss. No damage to mails. Clerk A. J. Fuller was slightly bruised. Delayed twelve hours.

November 25.—Harrisburg and Gettysburg R. P. O., train 200, was delayed thirty-five minutes by colliding with a freight train at Boiling Springs, Pa., at 8.40 a. m.

November 25.—New York and Washington R. P. O., train 66, ran into the wreck of a freight train which had occurred just as No. 66 was passing. Storage car, containing supplies shipped from Washington, was thrown from the track down an

embankment. No damage to the supplies. Members of the crew were badly shaken up, but none injured. Delayed three hours.

November 25.—Auburn and Harrisburg R. P. O., train 10, while standing in the yard at Harrisburg, was run into by a yard engine. No damage to mail apartment or mail. Clerk slightly stunned by shock, but not disabled. Delayed fifty minutes.

November 26.—Leavenworth and Miltonvale R. P. O., train 92, was wrecked at 5.30 p. m. No loss or damage to mails, and clerk not injured. Delayed six hours.

November 26.—Boston and Albany R. P. O., train 13, collided with a freight train at South Framingham, Mass., at 5.43 a. m. The drawbar of the mail car was pulled out and the letters thrown from their cases. Clerks not injured, and no damage to mails. Delayed two hours and twenty minutes. The postal car on this train was a new car, vestibuled in accordance with plans furnished by the Department. To the manner in which it was built is attributed the fact that more serious damage was not done to the train.

November 26.—Lincoln and Billings R. P. O., train 42, collided with a freight train at Provo Siding, S. Dak., at 11.15 p. m. No damage to mails, and clerks not injured. Delayed three hours and twenty minutes.

November 26.—Greenup and Webbville R. P. O., train 2, was wrecked at 1.45 p. m., caused by a freight car in the train breaking down. No mail lost or damaged. Delayed two hours and a quarter.

November 26.—Memphis and Little Rock R. P. O., train 3, was wrecked near Heflib, Ark., by running over a steer at 11.10 p. m. No damage to mail or mail car, and clerk not injured. Delayed five hours and thirty minutes.

November 26.—St. Paul and Minot R. P. O., train 4. About 4 p. m. Clerk Henry M. Burrows left his car at Devils Lake, N. Dak., the train being snowbound, to go to the telegraph office, situated about three blocks distant from where his car was standing, to ascertain the condition of the line, the orders regarding the movement of trains, etc. A severe blizzard was raging at the time and a heavy snowstorm in progress. Mr. Burrows never reached the telegraph office. He evidently lost his way in the blinding snow and perished in the storm. His body was found January 5, 1897, 7 miles directly south from Devils Lake, entangled in the weeds and brush that skirted the shore.

November 27.—Williamsport and Mahaffey R. P. O., train 36, was delayed forty-five minutes by backing into a local freight in the Clearfield (Pa.) yard and being wrecked. No damage to mail or car, and clerk not hurt.

November 27.—Ashland and Appleton R. P. O., train 17, was derailed at Birnamwood, Wis., about 11 a. m. Mail transferred and service performed in baggage car. No damage to mail and clerk not injured. Delayed one hour.

November 28.—St. Louis and Texarkana R. P. O., train 52. The engine was backed against the train with such force at Baldknob, Ark., as to injure Clerk R. G. Adams, who was at work in the car at the time, disabling him from duty for ten days.

November 28.—Terre Haute and Peoria R. P. O., train 7, was derailed four miles west of Terre Haute, Ind., at 6.28 a. m., caused by broken rail. Clerk not injured and no damage to mails. Delayed three hours and thirty minutes.

November 28.—New Hartford and Farmington R. P. O., train 63, while making a flying switch in the railroad yard at Farmington, Conn., at 6.40 a. m., was thrown from the track and the mail car considerably damaged. No damage to mails and, beyond a severe shaking up, no injury to clerk. Delayed two hours.

November 30.—St. Paul and Helena R. P. O., train 4, was wrecked at 12.30 a. m. by colliding with a wild engine three and one-half miles east of Valley City, N. Dak. The mail car was slightly damaged. Clerk not injured and no mail lost or damaged. Delayed twelve hours and a half.

November 30.—Duluth, Milaca and St. Paul R. P. O., train 19, was derailed and delayed fifty minutes by running into an open switch in the West Superior, Wis., yards at 1.50 p.m.

November 30.—Independence and Cedarvale R. P. O., train 264, was wrecked two miles east of Hewins, Kans., at 11.35 a. m. No damage to mails and clerk not injured. Delayed one hour and thirty-five minutes.

November 30.—Ogden and San Francisco R. P. O., train 1, was delayed four hours near Toana, Nev., caused by broken wheel on rear truck of tender. Clerks considerably shaken up, but not injured. No damage to mail or mail car.

November 30.—Chariton and St. Joseph R. P. O., train 111, was derailed between Union Station, St. Joseph, and East St. Joseph at 10.15 a. m. No damage to mails and clerk not injured. Delayed two hours.

November 30.—Hannibal and Gilmore R. P. O., train 3, was wrecked between Frankford and Peno Switch (n. o.), Mo., about 12.45 p. m. No mail lost or damaged and clerk not injured. Delayed two hours and eleven minutes.

November 30.—Chattanooga and Meridian R. P. O., train 1. When near Keener, Ala., the Baker heater in the car exploded blowing out front end of car. Several hundred letters were scattered over the car floor and many saturated with oil. No mail lost.

December 1.—Pittsburg and Cincinnati R. P. O., train 11. In making up the train in the Pennsylvania Station, Pittsburg, Pa., the yard men switched an extra postal car with such force against the Cincinnati car that clerk T. J. Fulton, who was at work in the car at the time, was thrown to the floor and injured to such an extent as to disable him for duty for thirty days.

December 1.—Helena and Spokane R. P. O., train 2, was delayed one hour and thirty minutes caused by the rear trucks of the mail car leaving the track. No mail lost or damaged and clerk not injured.

December 1.—Langdon and Barnesville R. P. O., train 8, was wrecked by a broken rail 1 mile south of Orr Station, N. Dak., at 5.30 p. m. No mail lost or damaged and clerk not injured. Delayed one hour and twenty-five minutes.

December 2.—Philadelphia and Port Deposit R. P. O., train 34, was derailed at Burmont Station, Pa., about 1 p. m., caused by defective rail. The combination car was thrown on its side and a portion of the mail was thrown on the stove and the contents badly scorched. The postal clerk was slightly bruised but not disabled. The combination car was badly damaged. Delayed one hour and thirty minutes.

December 2.—Eufaula and Ozark R. P. O., train 24, was wrecked 2 miles south of Elamville, Ala., at 8.10 a. m., caused by the breaking of an axle under front trucks of engine. No damage to mail, clerk, or car. Delayed six hours and forty minutes.

December 2.—Greenville and Columbus R. P. O., train 36, was derailed 3 miles north of Hamilton, Ga., at 8.10 a. m., by running over a fallen tree. No damage to car, mail, or clerk. Delayed four hours.

December 2.—Augusta and Atlanta R. P. O., train 1, was wrecked by head-end collision near Grovetown, Ga., about 6 p. m. No loss or damage to mail. Car slightly damaged. Clerk T. P. Beard slightly injured. Delayed twenty hours.

December 3.—Bremond and Albany R. P. O., train 1, was wrecked near Hico, Tex., at 1 p. m. Front part of mail car was torn out, all letters thrown from the cases and some damaged by water. Clerk H. B. Ellis was slightly bruised. Delayed fourteen hours and forty minutes.

December 3.—Omaha and Ogden R. P. O., train 2, ran into the rear end of a freight train at Kimball, Nebr., at 3.20 a. m. No damage to mails and clerks not injured. Delayed two hours and fifty-five minutes.

December 3.—Fort Worth and Ennis R. P. O., train 43, was delayed two hours by the breaking of an axle under tender of engine at 7.55 a. m. near Midlothian, Tex., and two hours and fifteen minutes by the breaking of a wheel at 10.45 a. m., when near Kennedale, Tex. No damage to mail, car, or clerk.

December 3.—Chicago, Dunbar and Dubuque R. P. O., train 3, collided with a switch engine in the yards at Chicago at 5.50 a. m. Clerks not injured and no damage to mails. Delayed one hour and twenty-five minutes.

December 4.—St. Paul and Helena R. P. O., train 2, was derailed in the Minneapolis, Minn., railroad yards at 12.20 a. m., causing a delay of three hours and twenty minutes. No serious damage to the mail car and clerks not injured.

December 4.—Park Rapids and Sauk Center R. P. O., train 30, was thrown from the track by a broken rail near Clarissa, Minn., at 10.10 a. m. Mail car somewhat damaged, but clerks not injured and no mail damaged. Delayed two hours and fifteen minutes.

December 5.—Detroit and Grand Haven R. P. O., train 18, was wrecked about 1 mile west of Milwaukee Junction at 9 p. m., caused by a misplaced switch. Mail car was badly damaged. Clerks uninjured and no damage to the mails. Delayed three hours and thirty-five minutes.

December 5.—Elmira and Baltimore R. P. O., train 16, was wrecked at Carpenters at 2.46 a. m. The whole train, including the mail car, was badly wrecked, and the mail car was thrown over on its side. Clerks Alfred F. Steese and John A. Scott were slightly injured. No damage to the mail, but it was delayed fifteen hours.

December 5.—New York, Hornellsville and Buffalo R. P. O., train 2, was derailed at 11.02 a. m., between Corning and Painted Post, N. Y. No damage to mail or mail car and clerks not injured. Delayed one hour.

December 5.—Kansas City and La Junta R. P. O., train 5, while pulling into the yards at La Junta, Colo., about 4.40 a. m., ran into an open switch, colliding with the rear end of a freight train, and broke the drawbar out of one end of mail car. No other damage done. Delayed twenty-five minutes.

December 7.—St. Louis and Jackson R. P. O., train 2, while backing into the train shed at Union Station, St. Louis, Mo., collided with the engine of the Missouri Pacific Railway standing on one of the tracks. No loss or damage to the mails and clerks not injured. Delayed only a few minutes.

December 8.—Helena and Spokane R. P. O., train 4, was wrecked by running into a rock slide near Jennings, Mont., about midnight. The postal car was disabled. Clerks not injured and no damage to the mails. Delayed five hours and forty-five minutes.

December 8.—Paris and Weatherford R. P. O., train 6, was wrecked near Buel, Tex., at 6.20 a. m. No damage to mail or mail car and clerk not injured. Delayed four hours and fifteen minutes.

December 9.—Temple and San Angelo R. P. O., train 42, was derailed near Talpa, Tex., at 1.30 a. m., by running over a steer. No damage to mail or mail car and clerk not injured. Delayed two hours.

December 9.—Greenville and Ennis R. P. O., train 3, was wrecked at Kaufman, Tex., at 9.15 a. m., by spreading rails. No damage to mail or mail car and clerk not injured. Delayed three hours and fifty minutes.

December 10.—Louisville and Memphis R. P. O., train 103. At Trimble, Tenn., about 4.25 a. m., the combination car was discovered to be on fire in the baggage end of the car; the flames spread rapidly, and the mail compartment was soon on fire. Most of the mail was destroyed. The car was burned to the floor.

December 11.—Lake Crystal and Eagle Grove R. P. O., train 32, collided with a freight train at the railroad crossing, one-half mile north of Goldfield, Iowa, at 9.50 p. m. No damage to mails and clerk not injured. Delayed one hour and five minutes.

December 12.—Caldwell and Fort Worth R. P. O., train 4, was wrecked near Duncan, Ind. T., caused by someone placing an obstruction on the track on a short curve. Engine and tender went down an embankment and turned completely over. Drawhead between tender and mail car broke, and thus saved the mail car from going down the bank. Letters knocked from cases and scattered, but none damaged. Clerk was thrown against the stove and considerably stunned, but not disabled. Delayed six hours.

December 13.—Buffalo and Pittsburg R. P. O., train 3. The postal car was run against so hard while being drilled in the depot at Pittsburg, Pa., by the engine, as to throw Clerk L. J. Cook, who was at work in the car at the time, against the case, slightly injuring him.

December 13.—Havre and Spokane R. P. O., train 3, ran into a rock slide 2 miles east of Leonai, Idaho, at 12.55 p. m. The postal car was considerably damaged by the accident. Mails not damaged and clerks not injured. Delayed one hour.

December 16.—Norfolk and Rutherfordton R. P. O., train 41, was wrecked near Mathews, N. C., at 10.20 p. m., causing a delay of six hours. No damage to mail, mail apartment, or clerk.

December 17.—Streator and Pekin R. P. O. Clerk A. H. Bridgeman, while accompanying the mail from the depot to the post-office at Streator, Ill., was thrown from the mail wagon, caused by the team attached to the same becoming frightened and running away; was slightly injured.

December 17.—Shreveport and Houston R. P. O., train 1, was wrecked near Houston by colliding with a freight train. Clerk uninjured. The mail car was badly damaged and the mail transferred to another car. Delayed nine hours.

December 18.—Grafton and Cincinnati R. P. O., train 3, was wrecked about 1.30 p. m., near Hamden Junction, Ohio. The postal car was turned over and demolished, the storage end to the center of the car being telescoped by a freight car. Clerk M. V. King was killed and Clerk O. H. Smith so badly injured that he died on the 20th of the same month. The remaining clerk of the crew, Frank E. Shannon, was severely injured. The lamps were broken and the oil running out, the blaze from which threatened to set fire to the car. Shannon extinguished this with a tie sack. Little or no mail was destroyed, although some was slightly damaged.

December 18.—St. Louis and Paducah R. P. O., train 301, was wrecked 2 miles south of Pellonia, Ill., at 2.10 p. m. No mail lost or damaged and clerk not injured. Delayed twenty-five minutes.

December 18.—Monticello and Davenport R. P. O., train 28, was derailed 1 mile north of Bigrock, Iowa, at 7.48 p. m. No damage to the mail and clerk not injured. Delayed three hours and ten minutes.

December 19.—Minneapolis and Council Bluffs R. P. O., train 2, was delayed two hours and thirty minutes, by one of the sleeping cars leaving the track about 1.36 a. m., at Meron, Minn.

December 20.—Washington and Charlotte R. P. O., train 35, was delayed three hours and twenty minutes, caused by the derailment of the engine at Noakesville, Va., at 12.45 p. m.

December 20.—Richhill and Geneseo R. P. O., train 9, was wrecked at 9.50 a. m., 4 miles west of Toronto, Kans. No damage to mail or injury to clerk. Delayed two hours and forty minutes.

December 22.—Washington and Charlotte R. P. O. Clerk W. C. Bowles, while accompanying the mails from the post-office to the depot, was thrown from the mail wagon caused by the running away of horse attached to the same, and slightly injured.

December 22.—Atlanta and Birmingham R. P. O., train 37, was wrecked about 9.40 p. m., between Leeds and Irondale, Ala. No damage to mail or mail car and clerk not injured. Delayed eighteen hours.

December 22.—St. Albans and Troy R. P. O., train 63, was delayed four hours by the breaking of a journal on the engine. No damage to mail or injury to clerks.

December 23.—Memphis and Little Rock R. P. O., train 4, was wrecked near Little Rock, Ark., by running over a mule at 12.30 a. m. No damage to mail or mail car and clerk not injured. Delayed three hours.

December 23.—St. Louis, Louisiana and Kansas City R. P. O., train 49–44, was delayed six hours by being held up by bandits 2 miles east of Independence, Mo. Mail car was not molested.

December 23.—Washington and Charlotte R. P. O., train 37. In shifting cars at the depot at Washington several cars were thrown on side track, striking the postal car with such force as to render the car unserviceable. Mail transferred and delayed two hours. No damage to mail or injury to clerks.

December 24.—York and Baltimore R. P. O., train 14, was wrecked near Sharon Station, Md., at 4.45 p. m. The mail car was thrown from the track against the bank and considerably damaged. Mail badly scattered, but none lost or destroyed. Clerks not injured. Delayed twenty-four hours.

December 24.—Coffeyville and Little Rock R. P. O., train 231, was wrecked near Blackville, Ark., at 10.45 a. m. Postal clerk was badly shaken up, but not injured. No mail lost or damaged. Mail transferred to express car. Delayed two hours.

December 25.—St. Albans and Boston R. P. O., train 50, collided head on with a freight train near railroad station at St. Albans, Vt., at 6.10 a. m. One of the clerks was badly bruised, but not disabled. Mail not damaged. Delayed several hours.

December 25.—Danville and Stuart R. P. O., train 2, was derailed at Shuff, Va., at 7.20 a. m., causing a delay of twelve hours and fifteen minutes. No damage to mail or injury to clerk.

December 28.—New York and Dunkirk R. P. O., train 3. When passing Adrian, N. Y., at 7.45 a. m., the door of a freight car on a switch protruded so far out that it struck the socket that holds the mail catcher, tearing it out, also the door casing and door of the postal car. Clerk W. E. Barlow, who was at the door to make the catch, was somewhat bruised, but not disabled.

December 28.—Boston and Newport R. P. O., train 618, while switching at Taunton, Mass., about 7.50 a. m., collided with another car, the end of the mail car being badly damaged. The letters were thrown from the letter case and some soiled by the contents of hand grenades which were broken. Clerks received a severe shaking up, but none injured. Delayed thirty-five minutes.

December 30.—Long Pine and Deadwood R. P. O. Clerk George Kennedy, while at work in his car in the yards at Chadron, Nebr., was thrown against a corner of the letter case and severely injured by the balance of the train being run against the postal car with great force in switching.

December 30.—Hastings and Oberlin R. P. O., train 142, was wrecked at Long Island, Kans., at 7.15 a. m., caused by the train breaking in two and the rear portion colliding with the first half. The baggage end of combination car was telescoped 8 feet. Clerk D. B. Hollinger was somewhat bruised but not disabled. Mails not damaged. Delayed two and one-half hours.

December 31.—Baltimore and Cherry Run R. P. O., train 218, was derailed by a misplaced switch at McCalls Ferry, Md., at 10.15 a. m. Apartment car slightly damaged. No mail lost or damaged and clerk not injured. Delayed two hours and thirty minutes.

December 31.—Langdon and Grand Forks R. P. O., train 7, was derailed 2¼ miles south of Langdon, N. Dak., at 12.35 p. m. No damage to mail and clerk not injured. Delayed two hours and thirty-five minutes.

January 1, 1897.—Keokuk, Humeston and Des Moines R. P. O., train 2, was wrecked 1½ miles south of Norwalk, Iowa, at 7.50 a. m. The apartment car was overturned and landed in the ditch on its side. Some coals fell out of the stove and set fire to several sacks of paper mail. The fire was extinguished by the clerk, but not before one sack containing a few pieces of mail was destroyed. The clerk received a few bruises, but was not disabled. Delayed nine hours and forty minutes.

January 1.—St. Louis and Paducah R. P. O., train 224, was wrecked at East St. Louis, Ill., at 11.15 a. m., by the mail car leaving the track. The mail car was badly wrecked, but no mail was lost or damaged. Mail transferred to the coach.

January 1.—Irvington and Fordsville R. P. O., train 2, was wrecked about 8.30 a. m., near Garfield, Ky. Mail not damaged and clerk not injured.

January 2.—Morris and Brown Valley R. P. O., train 46, was thrown from the track by a broken rail 4 miles east of Beardsley, Minn., at 8 a. m. Clerk A. W. Allen was slightly injured. No mail lost or damaged. Delayed three hours.

January 3.—Campbell and Caruthersville R. P. O., train 4, collided with a fallen tree between Kennett and Pascola, Mo., about 7.30 p. m. No damage to mail and clerk not injured. Delayed ten hours.

January 4.—Greenbay and Winona R. P. O. Clerk Truman B. Orbert, while riding upon the mail wagon to accompany his mail fron the Greenbay Junction depot to

the post-office at Greenbay, was struck in the left eye with a missile thrown by some person unknown and disabled for duty for thirty days.

January 4.—St. Paul and Des Moines R. P. O., train 6, was wrecked by a collision near Helena, Minn., at 9.15 p. m. The mail car was disabled for service. Some of the letter mail was slightly soiled by oil from the lamps. Clerks not injured.

January 5.—Washington and Harrisonburg R. P. O., train 9, collided with a freight car, at 12.42 p. m., at Riverton Junction, Va. No damage to mail and clerk not injured. Delayed one hour and thirteen minutes.

January 5.—Lockhart and Yoakum R. P. O., train 43, was wrecked near Gonzales, Tex., at 11.30 a. m. No damage to mail or car and clerk not injured. Delayed two hours.

January 5.—Jacksonville and Tampa R. P. O., train 32, was wrecked at 6.40 p. m. near Fort Brook, Fla. No damage to mail, car, or clerk. Delayed seven and a half hours.

January 5.—Sioux City and Omaha R. P. O., train 3, was derailed at 5.20 p. m. one-half mile north of Bancroft, Nebr. No damage to mails and clerk not injured. Delayed one hour.

January 5.—Minneapolis and Council Bluffs R. P. O., train 3. The postal car, while standing upon the side track at the east end of the Union Depot at Minneapolis, Minn., was run into at 9.15 a. m. by a coach of the Duluth, Milaca and St. Paul line. The postal car was overturned, and the clerks at work in the car at the time somewhat bruised and scratched, but not disabled. Some coal fell out of the stove and set fire to oil spilled from the lamps and the pouches and sacks. The clerks fought the fire and finally extinguished it. A considerable quantity of mail was damaged by fire, water, and oil, and a small amount destroyed.

January 6.—Campbell and Caruthersville R. P. O., train 4, struck a cow near Holcomb, Mo., at 6.25 p. m., derailing and wrecking the engine. No damage to mail, car, or clerk. Delayed three hours.

January 6.—Wadena and Fergus Falls R. P. O., train 10, was derailed in the Fergus Falls railroad yards about 7.45 p. m. No damage to mail, car, or clerk. Delayed one hour and fifteen minutes.

January 7.—St. Vincent and Fosston R. P. O., train 13, was wrecked at Donaldson, Minn., at 10.40 a. m. No mail lost or damaged and clerk not injured.

January 8.—Rock Island and St. Louis R. P. O. Clerk William M. Mitchell, while preparing to deliver the mails at Youngstown, Ill., placed his arm on the safety bar, which gave way, causing him to lose his balance and fall out of the car, slightly injuring him.

January 9.—Boston, Providence and New York R. P. O., train 122, jumped a switch at Brayton Crossing, Providence, R. I., about 8.50 a. m., and collided with a switch engine, slightly damaging the mail car. Clerk O. E. Miner, jr., was slightly injured. Delayed one hour and forty minutes.

January 10.—Bedford and Switz City R. P. O., train 68, was wrecked 15 miles west of Switz City, turning mail apartment partly over, scattering the mail over the car, but not damaging same. The front trucks of mail car being broken, mail was transferred to another car. Delayed five and three-fourths hours.

January 11.—St. Paul and Minot R. P. O., train 4, was wrecked by spreading of the rails 1¼ miles east of Carlisle, Minn., at 1.15 p. m. The entire train except the locomotive left the track, the mail car landing on its side in the ditch. Clerks C. G. Thompson and E. H. O'Rourke were severely injured. About fifty letters were soiled and damaged by oil and dirt. Delayed seven hours and twenty-five minutes.

January 13.—Logansport and Keokuk R. P. O., train 3, was wrecked 3 miles west of Sciota, Ill., at 11 a. m., resulting from a broken rail. The entire train left the track, the apartment car being thrown a distance of 50 feet, landing on its side. The car stove was wrenched from its fastenings and thrown against the opposite side of the car, bottom side up. Coals from the stove falling among the canvas sacks and pouches set fire to them, injuring three sacks of paper mail. Clerk W. H. Hipeley was severely injured.

January 14.—Texarkana and Whitesboro R. P. O., train 34, was derailed at Sherman, Tex., at 6.20 a. m., by backing into an open switch. No damage to mail or mail car and clerk not injured. Delayed forty-five minutes.

January 15.—Versailles and Lexington R. P. O., train 172, was wrecked at Nelson, Mo., by rails spreading. No injury to car, clerks, or mails. Delayed two hours and forty minutes.

January 15.—St. Paul and Des Moines R. P. O., train 5, was delayed two hours and forty-five minutes by the breaking of a wheel on the tender of the engine when near Otisco, Minn., at 6 a. m.

January 16.—Texarkana and El Paso R. P. O., train 3, was wrecked near Springdale, Tex., at 10.30 p. m., by a tie placed on the track for the evident purpose of derailing the train. The postal car was badly damaged; it left the trucks; was thrown across the track, breaking in two. All letters were thrown from the cases

and badly scattered, a few of them being damaged by water from the tender and coals of fire which fell out of the stove. Clerk G. W. Ratliff was slightly injured. All connections missed.

January 16.—Pitteburg and Fayette R. P. O., train 26, was wrecked at Braddock, Pa., by colliding with a derailed freight train. No loss or damage to the mail, but Clerk O. S. Jones was severely injured by jumping from the car when the crash came.

January 16.—Bound Brook and Philadelphia R. P. O., train 560, was wrecked at Skillmans, N. J., at 6.50 p. m., by being run into by express train 524. All mail was saved except one registered package. Postal car was demolished. Clerk saved himself by jumping from the car.

January 18.—Fon du Lac and Harvard R. P. O., train 544, collided with a passenger train at Chester, Wis., at 9.20 a. m. Clerk was somewhat bruised but not disabled. No mail lost or damaged. Delayed one hour and forty-seven minutes.

January 20.—St. Paul and Portal R. P. O., train 107, was derailed near the Minnesota Transfer Yards between St. Paul and Minneapolis, Minn., at 9.16 a. m. Clerk uninjured and no loss or damage to the mail. Delayed two hours and thirty minutes.

January 20.—Newton and Galveston R. P. O., train 1, when nearing Booth, Tex., Clerk H. E. Redenbaugh stepped to the door of his car and was struck by a heavy iron nut, which some one had thrown at the train, and slightly injured.

January 21.—Chicago and Duluth R. P. O., train 94, was thrown from the track by a broken rail at Solen Springs, Wis., about 10.30 a. m. Clerk not injured and no mail damaged. Delayed fifty-five minutes.

January 22.—Turkey River and West Union R. P. O., train 226, was derailed at Strunks Crossing, Iowa, at 3.35 p. m. No damage to the mails and clerk not injured. Delayed twenty minutes.

January 22.—La Crosse and Woonsocket R. P. O., train 22. The postal car, while standing across the track of the Chicago, St. Paul, Minneapolis and Omaha Railroad, was run into by a freight car and one side of the car was crushed in from the door to the end of the car. Clerk not injured. The mail was scattered over the floor of the car, and somewhat soiled and damaged by water and dirt. Delayed two hours and five minutes.

January 22.—St. Paul and Watertown R. P. O., train 13, was wrecked 2 miles west of Echo, Minn., at 3.40 p. m. Car slightly damaged. No damage to mails and clerk not injured. Delayed eleven hours.

January 22.—Ishpeming and Chicago R. P. O., train 17, was delayed 2 miles north of Eden, Wis., three hours and forty-seven minutes by the breaking of the front driving wheel of the locomotive, which resulted in breaking the brake rods under the mail car. Mail was thrown from the cases, but received no serious damage.

January 22.—Clayton and Chestertown R. P. O., train 1, was derailed near Kennedyville Station, Md., at 7.30 a. m. No damage to mail and clerk not injured. Delayed three and one-half hours.

January 22.—Cranberry and Johnson City R. P. O., train 3, was wrecked at 1.22 p. m. 4 miles east of Hampton, Tenn., by the parting of the train and the rear portion colliding with the forward. Clerk not injured and no mails damaged. The mail apartment car was considerably damaged.

January 23.—Cedar Rapids and Council Bluffs R. P. O., train 8, ran into the rear end of a freight train at Scranton, Iowa, at 4 p. m. Clerks not injured and no damage to the mails. Delayed one hour and twenty-five minutes.

January 23.—Ashfork and Phœnix R. P. O., train 2, was derailed 2 miles north of Rockbutte (n. o.), caused by spreading rails. No damage to mails and clerk not injured.

January 23.—St. Paul and Helena R. P. O., train 5, was wrecked by a collision with a switch engine at Detroit, Minn., at 4.40 p. m. Mail car slightly damaged. No damage to mails and clerk not injured. Delayed one hour and forty-five minutes.

January 23.—Macon and La Grange R. P. O., train 2, was wrecked 10 miles east of Culloden, Ga., at 10 a. m. No damage to mail, car, or clerk. Delayed two hours and forty minutes.

January 23.—Missoula and Grantsdale R. P. O., train 252, was wrecked at Johnsons Siding, Mont., at 9.50 a. m. No damage to mails and clerk not injured. Delayed two hours and five minutes.

January 23.—Kane and Butler R. P. O., train 70, was wrecked near Shippensville, Pa., about 3.30 p. m. Clerk W. C. Copley was killed. The mail car was demolished. Mail delayed several hours.

January 24.—Rock Island and St. Louis R. P. O., train 49, collided with an express train at Barstow, Ill., at 7.30 a. m. Clerk not injured and no damage to mails. Delayed one hour and five minutes.

January 25.—Seattle and Portland R. P. O., train 12, was derailed at Tacoma, Wash., at 7 p. m., by switch being partly open. The mail car left the track and was slightly damaged. Mails not damaged and clerk not injured. Delayed two hours.

January 25.—Eufaula and Ozark R. P. O., train 23, was wrecked 1½ miles south of

Louisville, Ala., at 7.40 p. m. No damage to mail, car, or clerk. Delayed ten hours and thirty minutes.

January 25.—St. Louis and Jackson R. P. O., train 4, when about 2¼ miles north of Baldwin, Ill., caught fire behind the stove and before it could be extinguished did considerable damage. Delayed one hour and ten minutes.

January 25.—New York and Pittsburg R. P. O., train 1, at 8.25 p. m., when 2 miles west of Altoona, Pa., the drawhead of an express car pulled out and a slight collision occurred between the separate parts of the train. No damage to mail, car, or clerks. Delayed one hour and fifteen minutes.

January 25.—Helena and Spokane R. P. O., train 1, was delayed two hours and thirty minutes 1 mile west of Lloyd, Mont., by the breaking of the driving rod on the locomotive.

January 26.—New York and Hackettstown R. P. O., train 22, ran into an open switch in the Hoboken yard and collided with another train at 9.04 a. m. No damage to mail or mail car. One of the clerks was slightly bruised but not disabled.

January 26.—Cleveland, Fort Wayne and Chicago R. P. O., train 3, collided with another train near Twenty-fourth street, Chicago, Ill. Postal car slightly damaged. No damage to mail, and clerk not injured. Delayed fifty-five minutes.

January 26.—Fort Worth and Brownwood R. P. O., train 1, was wrecked in the Fort Worth, Tex., yards by running into a misplaced switch. Mail car considerable damaged, and mail transferred to another car. Clerk knocked down but not injured. The mail was thrown from the letter case and scattered but not damaged. Delayed one hour.

January 27.—Chicago, Elroy and St. Paul R. P. O., train 4, while being switched in the Union Depot at St. Paul, Minn., about 8.10 a. m., the mail car was run back against the balance of the train with such force as to break the car platform. Clerks on duty were thrown to the floor and considerably bruised but not disabled. Several packages of registered mail were soiled and damaged by oil from the lamps and by water.

January 27.—St. Paul and Watertown R. P. O., train 13, was wrecked at Morton, Minn., by the breaking of the front trucks under the mail car. Run completed in baggage car. Clerk not injured and no damage to mail. Delayed 45 minutes.

January 27.—Omaha and Ogden R. P. O., train 1, collided with the middle of train 2 when the latter train was passing onto the side track at Tie Siding, Wyo., at 12.46 a. m. Clerks not injured and no mails damaged. Trains delayed four hours and ten minutes.

January 28.—Spokane and Portland R. P. O., train 1, collided with train 2 at Lake Siding, 26 miles east of Pasco, Wash., at 5.10 a. m. Mail car on train 1 was telescoped about 8 feet and front platform of car on train 2 damaged. Clerks not injured and no damage to mail except some letters in car of No. 1 slightly soiled with oil. Train 1 delayed five hours and ten minutes and train 2 five hours and twenty-five minutes.

January 29.—Portland and San Francisco R. P. O., train 15, was held up by robbers 2 miles south of Roseburg, Oreg. Seattle, Victoria, and Portland registered pouches were rifled. Some mail was damaged by fire and water.

January 30.—Ashfork and Phœnix R. P. O., train 2, was derailed near Rockbutte (n.o.), 18 miles south of Ashfork, Ariz. No damage to mails, car, or clerk. Delayed two hours and ten minutes.

January 31.—Temple and San Angelo R. P. O., train 51, was wrecked near Coleman Junction (n. o.), at 11.45 p. m. No damage to mail or mail car and clerk not injured. Delayed eight hours and fifty-five minutes.

January 31.—Spokane and Seattle R. P. O., train 3, was wrecked at 10.45 p. m. near Wenatchee, caused by the rear truck of the mail car leaving the track. No damage to mails, and clerk not injured. Delayed sixteen hours.

February 1.—St. Louis and El Dorado R. P. O., train 202, was wrecked in the tunnel between East St. Louis and St. Louis at 7.10 p. m. No mail lost or damaged and clerk not injured. Delayed two hours and forty minutes.

February 1.—Crookston and Fargo R. P. O., train 71, was derailed 2 miles south of Georgetown, Minn., at 10.45 a. m. No damage to mails and clerk not injured. Delayed twenty hours.

February 1.—St. Vincent and Fosston R. P. O., train 13, was wrecked by a broken rail at Shirley Junction (n. o.), 7 miles north of Crookston, Minn., at 8.10 a. m. No mail lost or damaged and clerk not injured. Delayed six hours and thirty-five minutes.

February 1.—St. Louis and Texarkana R. P. O., train 53, was wrecked by running into an open or spiked switch at Hope, Ark. Mail car was slightly damaged. No mail lost or damaged and clerks not injured. Delayed five hours and ten minutes.

February 1.—Denver and Ogden R. P. O., train 1, was partly derailed near Leadville, Colo., about 7.30 p. m. Mail transferred to another car and service completed through to Grand Junction. Its connection at that point was missed.

February 3.—Chicago and St. Louis R. P. O., train 45, was derailed while passing through the city of Chicago at 4.45 p. m. and again at 5.25 p. m., caused by broken wheel under postal car. No damage to mails or injury to clerks. Delayed two hours and forty minutes.

February 3.—Kenova and Bluefield R. P. O., train 11, was wrecked by a rear-end collision in tunnel near Dinges, W. Va., at 1.05 p. m. The mail apartment was slightly damaged. No damage to mails and clerk not injured. Delayed one hour.

February 4.—Dubuque and Mendota R. P. O., train 131, was delayed one hour and fifty minutes by being derailed in the yards at Freeport, Ill., at 3.20 p. m.

February 5.—Appleton and Milwaukee R. P. O., train 1, was delayed two hours and fifty minutes by an accident to the engine 1 mile south of Ulao, Wis., at 7.35 a. m.

February 6.—Fort Worth and Ennis R. P. O., train 44, was derailed in the yards at Fort Worth, Tex., at 6.15 p. m., by running into an open switch. No damage to mail or mail car, and clerk unhurt. Delayed one hour and forty-five minutes.

February 6.—Ishpeming and Chicago R. P. O., train 17. The postal car while standing in the yards at Chicago a short time before the train was due to leave was run into by car while making a flying switch and Clerks H. C. Smith and P. J. Garbrecht thrown down and more or less bruised.

February 6.—Lyons and Williamsport R. P. O., train 1, struck a tree which had fallen across the track near Cedar Run, Pa., at 1.15 p. m. The car rolled down an embankment 20 feet and was badly wrecked. No mail lost and clerk not injured. Delayed three hours and fifteen minutes.

February 7.—Portland and San Francisco R. P. O., train 16, collided with train 15 at Nord, Cal., at 3.18 a. m. No damage to mail, mail car, or clerks. Delayed three hours, and train 15 nine hours.

February 7.—Minot and Butte R. P. O., train 23, was wrecked 1 mile east of Woodville, Mont., at 8.25 a. m., caused by spreading rails. Delayed three hours and twenty minutes.

February 7.—Baltimore and Pittsburg R. P. O., train 9, was wrecked by running into a landslide near Layton, Pa., at 5.10 a. m. No mail lost or destroyed and clerk not injured. Postal car slightly damaged. Delayed two hours and thirty minutes.

February 8.—Creston and Cumberland R. P. O., train 141, was derailed in the Creston yards at 7.30 a. m. No damage to mails and clerk not injured. Delayed forty-five minutes.

February 8.—Albuquerque and Los Angeles R. P. O., train 1, was held up at Nelson Siding, Ariz., about 10.30 p. m. The postal car was entered by the robbers and nine registered packages taken.

February 8.—Baltimore and Pittsburg R. P. O., train 6, was wrecked at 10.29 a. m. at Confluence, Pa., by colliding with a freight train. The postal car was considerably damaged, but no mail lost or damaged and clerk not injured. Delayed one hour and thirty-five minutes.

February 9.—Albuquerque and Los Angeles R. P. O., train 1, was derailed at Luna, N. Mex., caused by misplaced switch. Mail car was thrown on its side and end containing letter cases, where clerk was at work, was telescoped for about 20 feet by baggage car. The clerk was slightly injured. Some mail was damaged by oil from broken lamps and water from the engine. Delayed twelve hours and fifteen minutes.

February 9.—Omaha and Ogden R. P. O., train 2, while passing through the city of Omaha, was derailed at 4.40 p. m., caused by a misplaced switch. One postal car was badly wrecked. Clerks not injured and mails not damaged.

February 9.—Cape Girardeau and Hunter R. P. O., train 1, was derailed 2 miles east of Arbor, Mo., at 7.55 a. m. No loss or damage to the mails, and clerk not injured. Delayed two hours and twenty-five minutes.

February 9.—Northport and Spokane R. P. O., train 2, was wrecked near Marcus, Wash., at 2.45 p. m., caused by rock on track and spreading rails. Clerk received a shaking up but not injured. Mails uninjured. Mail car slightly damaged. Delayed two hours and forty-five minutes.

February 10.—East Radford and Norton R. P. O., train 15, was wrecked at 2.05 p. m. by running into a landslide near Castlewood, Va. The mail car was slightly damaged. No mails damaged and clerk not injured.

February 11.—Ashfork and Phœnix R. P. O., train 2, was derailed 9 miles north of Peoria, Ariz., at 9.50 a. m., caused by spreading rails. Mail car slightly damaged. No damage to mails and clerk not injured. Delayed nine hours and twenty minutes.

February 11.—Leavenworth and Topeka R. P. O., train 102, was wrecked 2¼ miles west of Oskaloosa, Kans., at 9.40 a. m. No mails lost or damaged and clerk not injured. Delayed three hours.

February 12.—Ashfork and Phœnix R. P. O., train 2, was derailed 13 miles south of Ashfork, Ariz., at 5.50 p. m., by spreading rails. Clerk not injured and no damage to mails or mail car. Delayed three hours and fifteen minutes.

February 12.—Creston and Pregnalls R. P. O. About 7 a. m. the engine was backed with such force against the postal car as to knock the water-cooler from its place, and the same falling on clerk A. P. Prioleau, injured him to such an extent as to disable him from duty for twenty-four days.

ary 12.—Wichita and Englewood R. P. O., train 458, was wrecked 3½ miles
Mulvane, Kans., about 2.45 p. m. No mail lost or damaged and clerk not

ary 12.—St. Louis and Council Bluffs R. P. O. was wrecked 2 miles west of
, Mo., at 9.16 p. m., caused by a broken rail. No mails lost or damaged and
ot injured. Delayed five and one-half hours.
ary 13.—Chicago, Decatur and Quincy R. P. O. As the train was approach-
np Point, Ill., Clerk S. E. Snow, by a sudden lurch of the car, was thrown
g through the door to the ground. He was disabled for duty for twenty-one

ary 13.—Conway Springs and Larned R. P. O., train 494, was wrecked about
east of Preston, Kans., at 2.30 p. m. Clerk not injured and no damage to
mail car. Delayed six and a half hours.
ary 13.—Havre and Spokane R. P. O., train 4, was derailed 5 miles east of
ia Falls, Mont., at 1.15 p. m. No damage to mail, car, or clerk. Delayed
r and thirty minutes.
ary 13.—Sedalia and Warsaw R. P. O., train 4, was wrecked 4 miles north of
, Mo., at 1.30 p. m., caused by spreading rails. Mail car was demolished,
y a small amount of second-class matter damaged by water used in putting
, which resulted from stove. Clerk John W. Stoker was slightly injured.
elayed one hour.
ary 13.—Montandon and Bellefonte R. P. O., train 112, was delayed thirty-
inutes by the breaking of wheel and truck frame of car at 2.48 p. m. at
hall, Pa., necessitating a transfer of the mail to baggage apartment in which
completed.
ary 13.—South Bend and Streator R. P. O., train 1, was derailed 3 miles west
kakee, Ill., at 10.25 a. m. No damage to mails and clerk not injured. De-
wo hours.
ary 14.—Ashfork and Phœnix R. P. O., train 1, was wrecked at 9.05 a. m., 4
uth of Rock Butte (n. o.), Ariz. No damage to mails and clerk not injured.
l four hours and forty-five minutes.
ary 15.—Memphis and New Orleans R. P. O., train 22, was wrecked 2 miles
f St. Rose, La., at 8.51 a. m., by colliding with a freight train. No damage to
r, or clerk. Delayed three hours.
ary 15.—Kansas City, Salina and Pueblo R. P. O., train 8, was wrecked 1 mile
Osawatomie, Kans., at 2.40 p. m., caused by running into an open switch.
car slightly damaged. No mails lost or damaged and clerk not injured.
l one hour and forty minutes.
ary 16.—Cleveland and Pittsburg R. P. O., train 341, collided with a freight
ar Alliance, Ohio, at 2.45 a. m. Front end of mail apartment was demolished.
t damaged. Clerk F. W. Weigand was slightly injured. Delayed three
nd twelve minutes.
ary 17.—Highpoint and Ashboro R. P. O., train 42, was derailed at Randle-
. C., at 5 55 p. m. No damage to mail or mail car, and clerk not injured.
l six hours.
ary 18.—Hannibal and Gilmore R. P. O., train 1, ran into an open switch in
more, Mo., yards, at 9.20 a. m. No damage to mail or mail car, and clerk not

ary 18.—Colorado Springs and Aspen R. P. O., train 6, was wrecked near Lid-
Station, Colo., at 4.06 p. m. No mail lost or damaged and clerk not injured.
d forty minutes.
ary 20.—Sedalia and Denison R. P. O., train 2. While switching in the Deni-
., yards, at 1.57 p. m., the postal car collided with some other cars with such
at Clerk Edward T. Wells, who was at work in the car at the time, was thrown
the corner of pouch rack and severely injured. All letters in the end case
rown to the floor and some slightly damaged by oil from the lamps.
ary 20.—Sidell and Olney R. P. O., train 21, was derailed 1 mile south of Broc-
ured. Delayed eight hours.
ary 21.—St. Louis and Texarkana R. P. O., trains 52 and 56, collided near
t, Mo., at 5.25 a. m. Clerk Arthur L. Case was severely injured. Clerk J. B.
was slightly injured, but not disabled. Car inspector Keigesman, of the
is (Mo.) post-office, was quite badly hurt. [illegible] but some paper mail
d by water. The vestibules of both trains were damaged to some extent,
e running gear of the cars also damaged to some extent.
Run in train 56 was abandoned and [illegible], however, remained
t St. Louis being missed. Train 53 was [illegible] in train 52, all connec-
ary 21.—Monett and Paris R. P. O., train [illegible] hours and fifty minutes
p. m. No damage to mail or mail car, [illegible] near Rodney, Ind. T.
s. [illegible] injured. Delayed three

February 21.—Boundary Line and St. Paul R. P. O., train 10, was derailed near Breckenridge, Minn., at 5.30 a. m. No damage to mail, mail car, or clerk. Delayed two hours and forty minutes.

February 22.—Hinton and Cincinnati R. P. O., train 1, was derailed by running into a washout 4 miles west of Springville, Ky., at 5.47 a. m. Clerks J. W. Conner, F. A. Braley, and John L. Gayle were severely injured. No mail or equipment lost, but considerable mail was damaged by mud and water.

February 22.—St. Louis and Burrton R. P. O., train 1, was wrecked near Allenton, Mo., at 9.40 a. m. Clerks not injured and mails not damaged. Delayed thirty minutes.

February 22.—Glen Campbell and Cresson R. P. O., train 704, was derailed at Ebensburg, Pa., at 10 a. m. Clerk J. M. Foreman was severely injured. No damage to mail or mail car. Delayed two hours.

February 22.—Centralia and Oconta R. P. O., train 105, ran into a herd of cattle between South Aberdeen Station and West Aberdeen Station at 7.32 p. m., derailing the engine and one coach. No damage to mails or injury to clerk. Delayed fifteen hours.

February 24.—St. Louis and Burrton R. P. O., train 1, was wrecked at Tyson (n. o.), Mo., at 9.30 a. m. Mail car slightly damaged and some letters slightly damaged by oil. Clerks not injured. Delayed seventeen hours and thirty-five minutes.

February 24.—Chattanooga, Rome and Atlanta R. P. O., train 14, collided with a switch engine near Atlanta, Ga., at 11.45 p. m. No damage to car, mail, or clerk. Delayed one hour and ten minutes.

February 24.—Port Huron and Chicago R. P. O., train 6, was derailed near Forty-ninth street, Chicago, Ill. Clerks not injured. No mail lost or damaged. Delayed three hours.

February 25.—Boston and Troy R. P. O., train 4, was wrecked near Shelburne Falls, Mass., at 10.37 a. m. No injury to clerks other than a severe shaking up. Mails not damaged. Delayed four and one-half hours.

February 25.—Minot and Butte R. P. O., train 23, was derailed at 6.45 a. m. in the Great Falls, Mont., yards. No damage to mails or injury to clerk. Delayed thirty-five minutes.

February 25.—Eland and Merrillan R. P. O., train 131, was derailed near Kelley, Wis., at 11.45 a. m. No damage to mail or mail car and clerk not injured. Delayed one hour and thirty-five minutes.

February 25.—Willmar and Sioux City R. P. O., train 61, was derailed 1 mile south of Clara City, Minn., at 4.45 a. m. The mail car was slightly damaged; a few letters were soiled by oil and dirt. Clerk not injured. Delayed twenty-four hours.

February 26.—Denver and Fort Worth R. P. O., train 1, was wrecked near Elizabeth, Colo., at 11.40 a. m. No damage to mail or mail car and clerk uninjured. Delayed four hours and a half.

February 26.—Terre Haute and Peoria R. P. O., train 6, was delayed at Ulrich, Ill., at 4.20 p. m. Clerk not injured and no damage to mails. Delayed three hours and twenty-five minutes.

February 26.—Clarksburg and Lanes Bottom R. P. O., train 6, was wrecked at Patterson, W. Va., by colliding with freight train at 4 p. m. Mail apartment slightly damaged. No damage to mail or injury to clerk.

February 26.—Conroe and Navasota R. P. O., train 35, was derailed near Bobbis, Tex., at 2.45 p. m. No damage to mail or mail car and clerk not injured. Delayed twelve hours.

February 26.—Beaumont and Arkansas City R. P. O., train 305, was delayed six hours and thirty minutes by the breaking down of a freight car in the train at 2.35 p. m., near Beaumont, Kans. No mail lost or damaged and clerk not injured.

February 27.—Ashboro and Aberdeen R. P. O., train 42, was derailed between Asbury and Utah, N. C., at 4 p. m. The mail car was slightly damaged, but no injury to clerk or damage to mails. Slight delay.

February 28.—Coffeyville and Little Rock R. P. O., train 231, was derailed at Fort Smith, Ark., at 3.07 p. m. No damage to mail or mail car and clerk not injured. Delayed one hour.

March 1.—Minot and Butte R. P. O., train 23, was derailed in the railroad yards at Great Falls, Mont., at 3.50 a. m. No mail lost or damaged and clerk not injured. Delayed five hours and forty minutes.

March 1.—Leeds and Jamestown R. P. O., train 132, was wrecked about 4 miles south of Minnewaukon, N. Dak., at 11.57 a. m. Clerk not injured and no mail damaged. Delayed one hour and twenty-three minutes.

March 3.—Independence and Cedarvale R. P. O., train 264, was wrecked in the yards at Independence, Kans., at 12.33 p. m. No mail lost or damaged and clerk not injured.

March 4.—St. Louis and Texarkana R. P. O., train 55, was wrecked by being struck by a landslide near Jefferson Barracks, Mo., at 8.55 p. m. There were two full rail-

-office cars in the train, and both were damaged to some extent as far as the gear and vestibules were concerned, but no damage to interior. Clerks not No mail lost, but a considerable amount of paper mail damaged by water. andoned.

4.—Huntingdon and Cumberland R. P. O., train 2, was derailed 1 mile south ı, Pa., at 5.30 p. m. No injury to clerk or damage to mail or car. Delayed ırs and thirty minutes.

4.—Kansas City and Denver R. P. O., train 4, collided with a freight train e, Colo., at 1.27 a. m. No mail lost or damaged and clerks not injured. five hours.

5.—St. Louis and Kansas City R. P. O., train 4, was wrecked near St. Aubert, ıt 7 p. m., by running into a landslide at a speed of 30 miles per hour. The r was telescoped by the tender of engine, immediately took fire, and the car, with its entire contents, was consumed. When the crash came clerks E. S. d W. A. Rosenberger found themselves pinioned in the débris. Clerk Vance d in extricating himself and endeavored to release Rosenberger, but was sful. He called for assistance, and the conductor and one other party d, but their united efforts were unable to extricate Rosenberger. By this flames had gained such headway, they were compelled to abandon the car ı him to his horrible fate, that of being cremated alive. When the débris ı cleared away, the only part of his body found was the charred portion of and collar bone. Clerk Vance was but slightly injured.

6.—Chicago and Cincinnati R. P. O., train 34, ran into a washout near Fair- l., about 4.30 a. m. The letter and paper cars were somewhat damaged, but was not damaged and clerks not injured. Train arrived at Cincinnati ›urs late.

6.—St. Paul and Minot R. P. O., train 3, was wrecked at Mallory, Minn., at , caused by obstruction of the track with snow. The mail car was thrown from the track and the forward end crushed in. Clerks John O. Wanvig McCabe were slightly injured. Some mail was damaged with oil and dirt lost or destroyed. Delayed twenty-one hours and fifty minutes.

6.—Philadelphia and Frankford R. P. O., car 2929, collided with a passen- ıt Hancock and Berks streets, Philadelphia, Pa., about 10 a. m. The car aged so it had to be taken off the run. Clerk not injured. Delayed twenty

6.—Council Bluffs and Kansas City R. P. O., train 21, collided with a freight Beverly, Mo., at 12 o'clock noon. Postal car disabled but no damage to njury to clerk. Delayed four hours and fifteen minutes.

8.—Lynchburg and Durham R. P. O., train 35, was derailed 2 miles north ıa, Va., at 6 p. m., causing a delay of thirty-seven minutes. Car not and clerk not injured.

9.—Des Moines and Kansas City R. P. O., train 3, ran into a herd of cattle 5 st of Macon, Mo., about 3.30 p. m., causing rails to spread derailing train. ost or damaged and clerk not injured. Delayed six hours and forty minutes.

9.—Cairo and New Orleans R. P. O., train 4, collided with a freight train at ro, Ky., at 1.22 a. m. Mail car badly damaged. No mail lost or damaged. ›seph E. Cain and Marcus C. Hale were slightly injured.

9.—Havre and Spokane R. P. O., train 3, was wrecked 3½ miles west of Essex n. o.), Montana, at 11.30 a. m., caused by spreading rails. No loss or damage and clerk not injured. Delayed four hours.

9.—Chicago and Evansville express train 5 (Chicago and Eastern Illinois), carrying closed mails, while passing over a high embankment bordering e River between Decker and Hazleton, Ind., was precipitated into the river. ;age car containing the mail sunk at once, being entirely covered with water. ›ccurred about the middle of the car and some of the mail was washed away. he mail, however, after remaining in the water from sixteen to twenty-four s recovered, dried, and forwarded to destination.

10.—St. Paul and Minot R. P. O., train 7, was wrecked by the breaking of a der the mail car at Churchs Ferry, N. Dak., about 5.55 a. m. No mail lost ;ed and clerk not injured. Delayed two hours and thirty minutes.

10.—Havre and Spokane R. P. O., train 4, was derailed at Oregon Railway gation Junction, Washington, at 1.05 p. m. No damage to mail or mail car to clerk. Delayed one hour and ten minutes.

11.—Wallace and Spokane R. P. O., train 6, was derailed at switch west of daho, at 8.30 p. m. No loss or damage to mails, and clerk not injured. Mail tly damaged. Delayed two hours and five minutes.

11.—Washington and Hinton R. P. O., train 3, was derailed at Steele, Va., at No damage to mail or mail car, and clerk not injured. Delayed one hour y minutes.

11.—Fargo and Edgeley R. P. O., train 104, was wrecked 8 miles west of , N. Dak., at 6.15 p. m. Clerk unharmed, and no loss or damage to the mails. twenty-six hours.

March 11.—Minneapolis and Council Bluffs R. P. O., train 1, was delayed three hours near Henderson, Minn., caused by the breaking of a drive wheel of the locomotive at 10.17 p. m. No damage to mail, mail car, or clerk.

March 12.—Ashboro and Aberdeen R. P. O., train 41, was derailed near Ashboro, N. C., at 12.30 p. m. Clerk slightly injured by jumping. No loss or damage to mails. Slight delay.

March 12.—St. Louis and Paducah R. P. O., train 302, was wrecked at a trestle between Carbondale and Murphysboro at 4.15 p. m. No damage to mail, mail car, or clerk. Delayed three hours and a half.

March 13.—Rock Island and St. Louis R. P. O., train 42, ran into a train of flat cars at Bossell, Mo., at 8.40 p. m. Clerks not injured and no damage to mails.

March 13.—Covington and Gordon R. P. O., train 24, was derailed in railroad yards at Eatonton, Ga., at 4.30 p. m. No damage to car, clerk, or mail. Delayed six hours.

March 13.—Chattanooga, Rome and Atlanta Express, train 8, was wrecked at Rome, Ga. One pouch of mail from Chattanooga to Rome was burned up in baggage car.

March 13.—Grandin and Willow Springs R. P. O., train 503, was wrecked 3 miles west of Hunter, Mo., about 12.30 p. m. All letter mail was thrown from the case to the floor but none lost or damaged. Clerk not injured. Delayed several hours.

March 13.—San Antonio and Corpus Christi R. P. O., train 22, was wrecked by running into an open switch near Corpus Christi, Tex., at 7.15 p. m. No mail lost or damaged. Postal clerk slightly bruised but not disabled. Mail apartment car slightly damaged. Delayed one hour and forty minutes.

March 14.—Havre and Spokane R. P. O., train 4, collided with a freight train at 4.20 a. m., near Bearcreek Station (n. o.), Mont. Clerk not injured and mail not damaged. Delayed three hours.

March 15.—Boundary Line and St. Paul R. P. O., train 10, was wrecked about 2 miles east of Hancock, Minn., about 3.55 a. m. No damage to mails and clerk not injured. Delayed ten hours.

March 15.—Morristown and Corryton R. P. O, train 2, was wrecked 1 mile east of Corryton, Tenn., at 5.50 p. m., by spreading rails. Apartment car was thrown on its side and the mails considerably scattered. A few registered packages were slightly damaged by oil. Clerk severely shaken up but not disabled.

March 15.—St. Paul and Watertown R. P. O., train 14, was derailed 2 miles west of Franklin, Minn., at 1.08 p. m., caused by spreading rails. No damage to mails and clerk not injured. Delayed twelve hours and forty minutes.

March 17.—Alexandria and Lake Charles R. P. O., train 2, was wrecked near Woodworth at 1.05 p. m., caused by spreading rails. No damage to mail or mail car and clerk not hurt. Delayed ten hours.

March 18.—Owosso and Muskegon R. P. O., train 41, was derailed near Greenville, Mich., about 5 p. m. Mail car damaged, but no injury to clerk or damage to mail.

March 18.—Sedalia and Warsaw R. P. O., train 4, was wrecked one-half mile south of Habury Station (n. o.), Mo., at 1.50 p. m. No loss or damage to mails and clerk not injured. Delayed two hours and thirty-five minutes.

March 19.—Park Rapids and Sauk Center R. P. O., train 31, was delayed six hours by engine and box car becoming derailed at 4.50 p. m., at Brickyard Spur, Minn. (n. o.).

March 20.—New York and Grafton R. P. O., train 2, was wrecked at Youghiogeny Bridge, 1 mile west of Oakland, Md., at 7.50 a. m., caused by postal car jumping the track. Truck of postal car was broken and frame strained. No damage to mails or injury to clerk. Mail Weigher C. W. Davis was slightly injured.

March 20.—Lincoln and Manhattan R. P. O., train 45, was wrecked at 11.50 a. m., 1 mile north of Cleburne, Kans. No loss or damage to mails and clerk not injured. Delayed twenty-five minutes.

March 20.—McGehee and Warren R. P. O., train 208, was derailed near Halley, Ark., at 11.28 a. m., caused by spreading rails. No damage to mail or mail car and clerk not injured. Delayed about four hours.

March 21.—Rock Island and St. Louis R. P. O., train 50, was derailed at Ipava, Ill., at 1.26 p. m., caused by spreading rails. No damage to mails and clerks not injured. Delayed three hours.

March 21.—Sidell and Olney R. P. O., train 28, was derailed one-half mile north of Willow Hill, Ill., at 9.30 a. m., caused by track spreading. Clerk not injured and mails not damaged. Delayed two hours and twenty minutes.

March 22.—Omaha and Ogden R. P. O., train 4, collided with the rear end of a freight train near Green River, Wyo., at 2.38 a. m. Clerks not injured and mail not damaged. Delayed nine hours and fifteen minutes.

March 22.—Longpine and Deadwood R. P. O., train 3, was derailed at 9.50 a. m. at Sturgis, S. Dak. Clerk not injured and mail not damaged. Delayed one hour and thirty-five minutes.

March 23.—Keokuk and Clayton R. P. O., train 2, was derailed between Bowen and

Chattan, Ill., at 5.15 p. m. Clerk Thomas H. Dunlap was severely cut about the head, face, and one hand, but not disabled. No mail lost or damaged. Delayed four hours.

March 23.—Newport and Springfield R. P. O., train 49, was wrecked near Chicopee, Mass., at 8.08 p. m. by colliding with a box car which stood on the main track. Clerk A. W. Simpson was slightly injured. Mail car badly damaged. Delayed four hours.

March 24.—Plattsburg and Saranac Lake R. P. O., train 1, was wrecked near Lyon Mountain, N. Y., at 9.30 a. m. No damage to mail. Clerk E. E. Trunbull was slightly injured. Mail delayed one hour.

March 24.—Charlotte and Atlanta R. P. O., train 11, was derailed 1 mile north of Blacksburg, S. C., at 2 p. m. Clerk R. E. Mansfield was severely injured. Postal car slightly damaged. No mail lost or damaged. Delayed three hours and twenty minutes.

March 25.—Sumas City, New Whatcom and Seattle R. P. O., train 2, was wrecked at 2.25 p. m., 11 miles south of Fairhaven, Wash., caused by tree falling on mail car and breaking in roof. Clerk not injured. Delayed twenty-one hours and forty minutes.

March 25.—St. Louis and Kansas City R. P. O., train 10, was delayed five hours and thirty minutes by tender being derailed by a broken axle 6 miles west of Little Blue. No mail lost or damaged and clerk not injured.

March 25.—Versailles and Lexington R. P. O., train 172, was wrecked at Waverly, Mo., about 10.45 a. m.; caused by an open switch. No mail damaged and clerk not injured. Delayed three hours and forty-five minutes.

March 25.—Paris and Weatherford R. P. O., train 5, collided with a freight train at Ladonia, Tex., at 6.12 p. m. Clerk not injured and mail not damaged. Mail car marred to some extent, but not seriously damaged.

March 26.—Boundary Line and St. Paul R. P. O., train 9, collided with a freight train near Merrifield, N. Dak., at 8.45 a. m. The front end of the mail car was broken in and telescoped by the water tank, completely disabling the car. A considerable quantity of paper mail was damaged by water from the water tank, but none lost. Clerks not injured. Delayed six hours and fifteen minutes.

March 27.—Lincoln and Alma R. P. O., train 49, ran into an open switch at Stromsburg, Nebr., at 8.25 p. m., and collided with some box cars. Clerk was thrown violently against the letter case and slightly injured. No damage to mail.

March 27.—Galesburg and Havana R. P. O., train 1, was derailed near London Mills, Ill., at 9 a. m.; caused by defective track. Clerk not injured, and mail not damaged. Delayed twenty minutes.

March 28.—Texarkana and El Paso R. P. O., train 4, was derailed at 5.10 a. m. near Iatan, Tex., by running into an engine at water tank. Front end of mail car was considerably damaged. A few letters were slightly damaged by water, but none lost. Clerk H. W. McCool was slightly bruised. Delayed six hours.

March 28.—Little Rock and Alexandria R. P. O., train 221, was derailed near Pollock, La., at 10.10 p. m., by running over some stock. No damage to mail or mail car. Clerk uninjured. Delayed one hour and fifteen minutes.

March 29.—Minot and Butte R. P. O., train 4, collided with a freight train at Stanley Station (n. o.), N. Dak., at 6.30 a. m. Clerk not injured, and no damage to mail. Delayed three hours and twenty minutes.

March 29.—Hastings and Cologne R. P. O., train 203, was delayed five hours and forty minutes between Farmington and Lakeville, Minn., caused by the breaking of a drive wheel on the engine. Clerk not injured, and no damage to mail or mail car.

March 30.—Rincon and Silver City R. P. O., train 822, was wrecked 1 mile east of Silver City, N. Mex., at 9.15 a. m. No mail lost or damaged and clerk not injured. Delayed seven hours and twenty-five minutes.

March 30.—Cape Girardeau and Hunter R. P. O., train 6, was wrecked at 5.25 p. m., about 1½ miles east of Taskee Station. No damage to mail or clerk. Mail transferred to hand car and carried to Chaonio. No service between that point and Cape Girardeau.

March 31.—Winona and Osage R. P. O., train 2, was derailed 2 miles south of Predmore, Minn., at 8.50 a. m., by a loosened car wheel. Mail car disabled and mail transferred to a box car. Clerk uninjured and mail not damaged. Delayed one hour.

March 31.—Portland and Airlie R. P. O., train 35, was derailed near Sherwood, Oreg., at 5.30 p. m., by spreading rails. Clerk not injured and no damage to mail or mail car. Delayed two hours.

April 1.—Charlotte and Atlanta R. P. O., train 36, was wrecked 5 miles north of Atlanta, Ga., at 1.30 a. m., by colliding with a freight train. No damage to mail or mail car and clerk not injured. Delayed seven hours.

April 1.—F. B. Lawton of the Appleton and Milwaukee R. P. O., and Frank H. Dwinnell of the Ishpeming and Chicago R. P. O., while accompanying their mail from the depot to the post-office at Milwaukee, Wis., the horses attached to the mail wagon became frightened and ran away and both clerks thrown violently to the pavement and severely injured.

April 3.—New York and Washington R. P. O., train 58, while being drilled in the depot at Washington about 3.03 p. m., the postal car was run with great force against the baggage car, and clerk E. P. Davis, who was at work in the car at the time, was thrown against the letter case and slightly injured.

April 3.—Cheyenne and Huntington R. P. O., train 1, was wrecked at Malad Bridge (n. o.), between Toponis and Bliss, Idaho, at 8.10 a. m. Clerks not injured and no damage to the mails. Delayed nine hours.

April 6.—Salina and Oakley R. P. O., train 84, was wrecked at 12.38 p. m., about 4 mile east of Luray, Kans. Mail car slightly damaged. Clerk J. H. Thompson escaped with a slightly burned hand. Delayed several hours.

April 6.—Grandin and Willow Springs R. P. O., train 504, was wrecked about 2 miles west of Chilton, Mo., at 3.15 p. m. No damage to mails and clerk not injured. Delayed eight hours.

April 6.—Fort Madison and Ottumwa R. P. O., train 2, was derailed 2 miles east of Batavia, Iowa., at 4.38 p. m. No damage to mails and clerk not injured. Delayed one hour and thirty minutes.

April 8.—Danville and Stuart R. P. O., train 2, was derailed near Cascade, Va., at 9.25 a. m. No mails damaged and clerk not injured. Slight delay.

April 8.—Bangor and Buckport R. P. O., train 104, was partially derailed near South Orrington Station, Me., at 1.46 p. m. No damage other than the shaking up received by the clerks. Delayed four hours.

April 9.—Fort Madison and Ottumwa R. P. O., train 2, was derailed 4 miles east of Batavia, Iowa, at 4.25 p. m.; caused by defective track. Clerk not injured and no mail damaged. Delayed four hours and forty minutes. Apartment car was damaged and mail transferred to caboose and run completed therein.

April 10.—Ogden and San Francisco R. P. O., train 1, was derailed at Port Costa, Cal., at 8.37 a. m. No injury to mail or clerks. Mail car slightly damaged. Delayed one hour and thirty-five minutes.

April 10.—Sioux City and Omaha R. P. O., train 3, was derailed one-half mile north of Bancroft, Nebr., at 4.40 p. m. Clerk not injured and mail not damaged. Delayed fifty-five minutes.

April 10.—Cairo and Gatesville R. P. O., train 3, was wrecked at Waco, Tex., at 8.20 p. m., by running into an open switch. No damage to mail or mail car and clerk not injured.

April 10.—Cuba and Salem R. P. O., train 51, was wrecked about 1 mile south of Steelsville, Mo., at 1.55 p. m. No damage to mail or injury to clerk. Delayed four hours.

April 11.—Houston and El Paso R. P. O., train 17. A lamp in mail apartment caught on fire at about 2.45 a. m. Fire extinguished by clerk. Two sacks of Mexican mail damaged.

April 11.—Washington and Charlotte R. P. O., trains 36 and 11, were wrecked by collision at Harrisburg, N. C., at 11.15 a. m. Clerk T. C. Benton was caught under the engine of his train and so badly smashed and scalded that he died at 1.44 p. m., about one-half hour after being taken from the wreck. Postal car of train 11 was entirely demolished, and postal cars of train 36 badly damaged. No mail lost and only a few letters damaged.

April 12.—Monett and Paris R. P. O., train 1, was delayed thirty minutes by engine jumping the track at Van Buren, Ark., about 1.55 a. m. No damage to mail or mail car. Clerk not injured.

April 13.—Wilkesbarre and Pottsville R. P. O., train 490, was wrecked near Nescopeck Junction (n. o.), Pa., at 11.15 a. m. Some of the mail was soiled by water, but none lost. Mail car badly damaged. Clerk not badly injured, but severely shaken up. Delayed three hours.

April 13.—Denver and Leadville R. P. O., train 2, was wrecked near Platte Canyon, Colo., at 6 p. m., caused by trucks of engine jumping track; also wrecked 8 miles east of Platte Canyon, Colo., through same cause. No damage to mail or mail car and clerk not injured. Delayed four hours.

April 15.—Denver and Ogden R. P. O., train 1, ran into a rock slide 6 miles east of Glenwood Springs, Colo., at 11 p. m. Clerk not injured and mail not damaged. Delayed four hours and ten minutes.

April 15.—Helena and Clarendon R. P. O., train 2, was derailed near Helena, Ark., at 10.15 a. m. No damage to mail or mail car and clerk not injured. Delayed three hours.

April 15.—Denison and Houston R. P. O., train 3, was wrecked near Garrett, Tex., at 7.55 a. m., caused by an explosion of the boiler. No damage to mail or mail car and clerk not injured. Delayed one hour and thirteen minutes.

April 16.—Des Moines and Kansas City R. P. O., train 3, was wrecked in the Des Moines, Iowa, yards at 9 a. m. by running into an open switch. No damage to mail and clerk not injured. Delayed twenty minutes.

April 16.—St. Louis and Paducah R. P. O., train 301, was wrecked at 12.32 p. m.

near New Dennison, Ill. No damage to mail or mail car and clerk not injured. Delayed one hour and twenty-five minutes.

April 16.—Leavenworth and Topeka R. P. O., train 10, was wrecked at 6.10 p. m. near Oskaloosa, Kans. Mail car slightly damaged, but no mail lost or damaged and clerk not injured. Delayed fourteen hours.

April 17.—Moseley Junction and Farmville R. P. O., train 2, was derailed at 7.20 p. m. 3 miles east of Farmville, Va. Apartment car slightly damaged. Mail not damaged and clerk not injured. Delayed one hour.

April 18.—Pittsburg and St. Louis R. P. O., train 6. Burling Boaz, in attempting to deliver pouch to train 9 at Effingham, which train was just leaving the station, was thrown violently to the ground and slightly injured.

April 19.—Havre and Spokane R. P. O., train 4, was delayed six hours by an accident which occurred at 5.20 a. m. near Bear Creek Station (n. o.), Mont. The two engines hauling the train were derailed, broke the coupling pin between tender of rear engine and mail car, and plunged into the river 300 feet below.

April 20.—Lincoln and Manhattan R. P. O., train 45, jumped the tracks at 12.05 p. m. near Randolph, Kans. No damage to mails and clerk not injured. Delayed six hours and fifty minutes.

April 20.—Cape Girardeau and Hunter R. P. O., train 6. A telephone pole fell from the car in front of mail car at 9 p. m., 1 mile west of Arbor, Mo.; one end struck the ground, the other ran through from end of baggage car, coming into mail apartment. No damage to mail and clerk not injured. Delayed three hours.

April 21.—Connellsville and Fairmont R. P. O., train 4, was derailed by striking a cow 3¼ miles north of Fairmont, W. Va., at 6.18 p.m. Apartment car slightly damaged. No mail damaged and clerk not injured.

April 22.—Atlanta and New Orleans R. P. O., train 37, was wrecked near Garland, Ala., at 12.30 a. m., caused by the breaking down of a small trestle. Postal car demolished. No mail lost, but some damaged by oil. Clerks A. D. Eaton, L. H. Jones, and David Livingston were severely injured. Delayed sixteen hours.

April 22.—Lynchburg and Durham R. P. O., train 35, was derailed by a broken brake rod near Brookneal, Va., at 7.30 p. m. No damage to apartment car or mail and clerk not injured. Delayed five hours.

April 22.—Norfolk and Danville R. P. O., train 1, was wrecked by a rear-end collision at Mayo, Va., at 4.20 p. m. Mail apartment considerably damaged, but no damage to mail and clerk not injured. Delayed eight hours.

April 22.—Louisville and Henderson R. P. O., train 43, was derailed 6 miles south of Owensboro, Ky., by running into an open switch. Apartment car badly damaged. No damage to mail and clerk not injured. Delayed three hours and a half.

April 23.—Portland and Corvallis R. P. O., train 1, was wrecked between Dilley and Gaston, Oreg., at 9.40 a. m., caused by engine tender jumping the track. No damage to mail or car and clerk not injured. Delayed one hour and thirty-five minutes.

April 23.—Columbus and Atchison R. P. O., train 21, when crossing a stream near Emerald, Nebr., at 7 p. m., the bridge was carried away by high water as the last car in the train was leaving the structure, overturning the car and balance of train, including apartment car. Clerk considerably bruised but not disabled. A few letters partly burned by falling on the stove and the balance of the mail more or less soaked with oil and water.

April 24.—St. Louis and Council Bluffs R. P. O., train 14, was wrecked at Sumner, Mo., at 12.45 a. m. by tender of engine jumping the track. No mail lost or damaged and clerk not injured. Delayed three hours and fifty minutes.

April 25.—Charlotte and Atlanta R. P. O., train 38, was wrecked, at 7.15 p. m., near Blacksburg, S. C. Mail car badly damaged. Clerks W. L. M. Austin and W. A. Hartman were slightly injured. Mail not damaged. Delayed twelve hours and thirty minutes.

April 25.—Conroe and Navasota R. P. O., train 35, was derailed near Montgomery, Tex., at 2.15 p. m. No damage to mail or mail car and clerk not injured. Delayed three hours and forty-five minutes.

April 27.—Lenox and Jackson R. P. O., train 25, was derailed in the Hamburg, Mich., yards about 9.40 a. m. Mail car disabled. No damage to mail and clerk not injured. Delayed one hour and twenty minutes.

April 29.—Fort Worth and Ennis R. P. O., train 44, was derailed near Fort Worth, Tex., at 6 p. m., by running into an open switch. No damage to mail or mail car and clerk not injured. Delayed one hour and five minutes.

April 29.—Des Moines and Kansas City R. P. O., train 2, was derailed near Millard, Mo., by front truck of tender breaking down. Delayed thirty-five minutes. Derailed again 2 miles north of Atlanta, Mo., from same cause, and delayed fifty minutes. No damage to mail and clerk not injured.

April 29.—Caldwell and Fort Worth R. P. O., train 44, was wrecked by running into an open switch at Caldwell, Kans., and colliding with a freight train at 9.30 p. m. No damage to mail or mail car. Clerks considerably bruised, but not disabled.

April 29.—Kansas City and Lajunta R. P. O., train 6, was delayed twenty-five minutes at Strong, Kans., by being derailed. No damage to mail or mail car and clerk not injured.

April 30.—Hannibal and Gilmore R. P. O., train 2, was wrecked 1 mile north of Troy, Mo., at 11.25 a. m., caused by front truck of engine jumping the track. No damage to mail and clerk not injured. Delayed two hours and twenty minutes.

April 30.—Fort Madison and Ottumwa R. P. O., train 2, was derailed 5 miles east of Ottumwa, at 3.57 p. m., caused by defective track. No damage to mail and clerk not injured. Delayed two hours and thirty minutes.

May 1.—Asheville and Murphy R. P. O., train 66, was wrecked by a broken rail 8 miles west of Andrews, N. C., at 5.30 a. m. The apartment car was considerably damaged and the clerk severely bruised, but not disabled. No mail lost or damaged. Delayed six hours.

May 1.—New York and Grafton R. P. O., train 4, was wrecked by running into a landslide near Piedmont, W. Va., at 1.30 a. m. The postal car was slightly damaged. No damage to mail and clerk not injured. Delayed five hours and twenty minutes.

May 2.—Columbus and Atchison R. P. O., train 110, while being switched in the yards at Tablerock, Nebr., at 6 p. m., collided with a number of box cars. Combination mail car was badly damaged. Clerk not injured.

May 3.—Baltimore and Cherryrun R. P. O., train 12, was wrecked near Wallbrook, Md., at 2.30 p. m., by running into a rock slide. Mail apartment car slightly damaged. No damage to mail and clerk not injured.

May 4.—Pittsburg and Cincinnati R. P. O., train 5. A. C. Pindell, porter, was severely injured by falling from stepladder provided for the car, which spread when he was on the top step, caused by the strap holding the same becoming broken.

May 5.—Huntington and Portland R. P. O., train 1, was wrecked by running into a rock slide near Meacham, Oreg., at 7 p. m. Mail car slightly damaged. No injury to clerk or damage to mails.

May 5.—St. Louis and Sedalia R. P. O., train 2, was wrecked at 9.45 a. m., 5 miles west of Boonville, Mo., by tender of engine leaving the track. No mail lost or damaged and clerk not injured.

May 6.—Versailles and Lexington R. P. O., train 172, ran into an empty coal car on the main track near Billingsville, Mo., at 3.30 p. m. No mail lost or damaged and clerk not injured. Delayed one hour.

May 6.—Washington and Charleston R. P. O., train 32, collided with a freight car at Selma, N. C., at 2.35 a. m. Postal car was considerably damaged. Clerks not injured and mail not damaged. Delayed twenty minutes.

May 8.—Siloam Springs and Mena R. P. O., train 4, was wrecked at Bunch, Ind. T., at 3.45 a. m., by colliding with rear end of freight train. The mail car was badly damaged. Clerk slightly bruised, but not disabled. Delayed two hours and forty minutes.

May 8.—Kansas City and La Junta R. P. O., train 6, ran into a washout at Clay Creek, 5 miles east of Lamar, Colo., at 1.35 a. m. The postal car was completely wrecked. Mail in letter case was thrown out into the mud and water, which came into the car, and about half of it was thoroughly soaked. Seven sacks of papers were so badly damaged that they could not be delivered. Clerk Milton Trundle was severely injured. Train delayed nine hours.

May 10.—Coffeyville and Little Rock R. P. O., train 232, was wrecked at Millcreek, Ark. No damage to mail or mail car and clerk not injured. Delayed one hour and fifteen minutes.

May 12.—St. Albans and Troy R. P. O., train 128, was delayed fifty-one minutes by being run into by the Bennington and Rutland train 35 at 3.40 a. m. while attempting to side track.

May 14.—Houston and El Paso R. P. O., train 20, was held up by robbers near Lozier, Tex., at 1.40 a. m. The mail car was not entered nor molested in any manner. Some mail was consumed and quite a large amount of paper mail badly damaged by fire, which originated from the explosion of dynamite which the robbers used in breaking open the safes of the express company. The express car and mail apartment were badly shattered. Delayed one hour and forty minutes.

May 15.—Egan and Manilla R. P. O., train 104, was derailed 4 miles north of Elk Point, S. Dak., at 3.55 p. m. No damage to mail, and clerk not injured. Apartment car slightly damaged. Delayed fifteen hours.

May 15.—Sedalia and Denison R. P. O., train 2. In making up the train in the Denison, Tex., yards at 2.20 p. m., the postal car was given a push by the engine and then cut loose by switchman to run down and connect balance of train. The brakes failed to work, and car collided with other part of train. Mail was thrown from cases and some slightly damaged by oil from the lamps. Clerks considerably bruised, but not disabled.

May 16.—Burlington and St. Louis R. P. O., train 6, was wrecked in the Keokuk, Iowa, yards at 9 a. m.; caused by running into an open switch. No damage to mail or mail car and clerk not injured. Delayed one hour.

'6.—Newton and Galveston R. P. O., train, 1, was wrecked near Overbrook, at 4.50 a. m., by bridge giving away. Mail car was badly damaged and por- the mail soaked with water and oil. Clerk Eugene Tipton was slightly Train abandoned.

'7.—Glen Campbell and Cresson R. P. O., train 704, ran into an open switch at ints. No injury to clerk or damage to mail or mail car. Delayed two hours.

'8.—Prosser and Concordia R. P. O., train 433, was wrecked two miles east of s, Nebr., at 4.40 p. m., on account of journal on rear trucks of engine tender g. No mail lost or damaged and clerk not injured. Delayed three hours rty minutes.

8.—Portland and Astoria R. P. O. The steamboat *R. R. Thompson*, in landing lock at Portland, collided with another boat, and Clerk W. P. Burns was down stairs, slightly injuring him.

'9.—Lyons and Denver R. P. O., train 182, was derailed in the yards at Lyons, t 7.27 a. m., by running through a misplaced switch. No mail lost or dam- d clerk not injured. Delayed six hours and eight minutes.

'0.—Dayton and Pasco R. P. O., train 1, was delayed three and a half hours 11 st of Hunts Junction (n. o.), Wash., at 11 a. m., by wheels of engine leaving

'2.—Jefferson and Bagnell R. P. O., train 153, was wrecked at 8.30 a. m., 1½ uth of Russellville, Mo., by trucks under freight car breaking down. No t or damaged and clerk not injured. Delayed four hours.

'3.—Newton and Galveston R. P. O., trains 2 and 11, collided at Haslet, Tex., . m. No damage to mail or mail car and clerks not injured. Trains delayed r and twenty-five minutes.

'3.—St. Paul and Minot R. P. O., train 3, was wrecked at Argusville, N. Dak., ding with a box car which had blown on the main track, at 1.08 a. m. The the mail car was broken in by the collision. Clerk not injured and mails naged. Delayed forty minutes.

'6.—Kenova and Bluefield R. P. O., train 4, was derailed at Lindsay, W. Va., a. m. No damage to mail or mail car and clerk not injured. Delayed three

'7.—Pittsburg and St. Louis R. P. O. In switching the cars in the yards at rg, Pa., the postal car in which clerk W. P. Batchelder was at work was with great force against another car and Mr. Batchelder knocked down and injured.

'7.—Cheyenne and Huntington R. P. O., train 1, was wrecked at American daho, at 4.39 a. m., by colliding with a freight train. The postal car was ed, rendering it unfit for service. Clerk not injured and mails not damaged. l four hours and ten minutes.

'7.—Chicago and Evansville R. P. O., train 2, was derailed at Chicago Heights, 4.29 p. m. No damage to mail and clerk not injured. Delayed one hour and inutes.

'8.—Des Moines and Hawarden R. P. O., train 59, ran into a string of box cars City, Iowa, at 7.07 p. m., caused by a misplaced switch. Clerk not injured ils not damaged. Delayed thirty minutes.

8.—Denver and Ogden R. P. O., train 4, was wrecked by head-end collision freight train at Cabeza Switch (n. o.)., 25 miles east of Grand Junction, Colo., by an open switch. The mail car was demolished and clerk F. L. Donahue nder the wreckage. He was rescued just in time to avoid his being cremated. as, he received twenty-eight separate cuts and bruises, which disabled him for renty-nine days. The greater portion of the mail was recovered, but most as badly damaged by mud and water.

4.—Sioux Falls and Onawa R. P. O., train 601, was derailed 3 miles north of ar, Iowa, at 7.15 a. m. No damage to mails and clerk not injured. Delayed inutes.

5.—Charlotte and Atlanta R. P. O., train 36, collided with a freight train near , Ga., at 3.15 a. m. No damage to clerk or mail; postal car slightly damaged. l three hours.

5.—Denver and Fort Worth R. P. O., train 2, was wrecked near Oak Canyon N. Mex., at 6.50 a. m. No mail lost or damaged and clerk not injured. Delayed ours and ten minutes.

7.—Clerks Frank H. Birdsall of the Brewster and New York R. P. O. and W. Daily of the New York, Somerville and Easton R. P. O., while on their m the depot to the superintendent's office in New York City to file their trip as all clerks running into New York during office hours are required to do, verely injured by the elevator in the post-office building, in which they were ers, falling from the second floor to the basement, caused by the breaking of le.

7.—Fonda and Des Moines R. P. O., train 7, was wrecked near Jefferson, Iowa, a. m. Clerk not injured and no damage to the mails.

June 8.—Dallas and Kemp R. P. O., train 2, was derailed near Kemp, Tex., at 11.35 a. m. No damage to mail or mail car and clerk not injured.

June 10.—Waycross and Montgomery R. P. O., trains 33 and 36, collided near Climax, Ga., at 3.35 p. m. No damage to mail, car, or clerk on train 36; platforms on car on train 33 smashed and clerk A. J. Sykes slightly bruised. Delayed three hours.

June 12.—Willimantic and New Haven R. P. O., train 528, collided with an extra passenger train between Middletown and Rockfall, Conn., at 1.40 p. m. Clerk not injured beyond a general shaking up, and the mails were not damaged although they were scattered over the floor. Delayed three hours and forty-five minutes.

June 12.—Manistee and Monroe R. P. O., train 5, ran into an open switch at Northville, Mich., at 2.15 p. m. No damage to mail or mail car. Delayed two hours.

June 14.—Grand Rapids and Richmond R. P. O., train 2, was wrecked at 2.40 p. m. at Clarke, Ind. Mail apartment car was badly demolished, one side being torn out. The car turned almost bottom side upward. Clerk W. B. Kalmbach escaped injury by grasping safety rod, sustaining a bruise above the kneecap only. No mail lost, but a few pieces of paper mail were soaked with oil from the lamps.

June 14.—Denison and Smithville R. P. O., train 4, was wrecked in the yards at Fort Worth, Tex., by colliding with a freight train. The mail car was considerably damaged, the tender of the engine being driven back part of the way into the car. No mail thought to have been lost, but all the letters in the letter case badly scattered, and a few slightly damaged by oil from the lamps. Clerk W. M. Waddell was slightly injured. Delayed three hours and twenty-five minutes.

June 16.—Pittsburg and St. Louis R. P. O., train 11. While at work in his car at Union Station, Columbus, Ohio, A. E. Varley, porter, was severely injured by being thrown against the paper rack by the violent shifting of cars in making up train.

June 16.—Omaha and Ogden R. P. O., train 4, was derailed at Bridger, Wyo., at 12.47 a. m. No damage to mails, and clerk not injured. Delayed one hour.

June 16.—New York and Pittsburg R. P. O., train 4, was wrecked by the engine backing with great force against the train. Clerks W. J. Alcorn and H. A. Barnard were slightly injured.

June 17.—Ruthven and Des Moines R. P. O., train 204, was derailed near Gilmore City, Iowa, at 2.50 p. m., caused by spreading rails. Clerk not injured. Some mail slightly damaged by water from the tank and oil from the lamps. Delayed seven hours and twenty-five minutes.

June 17.—Fonda and Des Moines R. P. O., train 7, was wrecked 1 mile west of Rockwell City, Iowa, at 12.45 p. m., caused by spreading rails. No damage to mails, and clerk not injured. Delayed two hours and a half.

June 18.—Paris and Ennis R. P. O., train 6, collided with a switch engine at Terrell, Tex., at 8.55 a. m. No damage to mail or mail car. Clerk A. J. Cherryhomes had his hand considerably bruised.

June 18.—Newton and Galveston R. P. O., train 406, was wrecked near Edmund, Okla., at 5 a. m. No damage to mail or mail car, and clerk not injured. Delayed five hours and twenty-five minutes.

June 21.—Palestine and Galveston R. P. O., train 11, was wrecked near Barado, Tex., at 11.40 a. m. by colliding with a freight train. No mail thought to have been lost, although a considerable quantity was somewhat damaged by oil and water. The mail car was badly wrecked. Clerk A. A. Forbes, jr., was slightly injured. Delayed five hours and forty-five minutes.

June 22.—Texarkana and El Paso R. P. O., train 4, was wrecked near Madden, Tex., at 5.30 p. m. by colliding with a freight train. The mail car was badly wrecked. No mail lost or damaged. Clerk W. B. Brown was slightly injured. Train 4 abandoned and mail returned to El Paso.

June 23.—Cambridge Junction and Burlington R. P. O., train 63, was wrecked near Underhill, Vt., at 8.15 p. m., caused by the breaking of a journal on the engine. Clerk not injured and mails not damaged. Delayed four hours and thirty-five minutes.

June 23.—Cincinnati and Chattanooga R. P. O. Clerk J. H. Green, while at work in his apartment at Junction City, Ky., at 4.30 a. m., was thrown against the paper case and slightly injured by the engine striking the mail apartment with terrific force.

June 23.—Philadelphia and Cape May R. P. O., train 20, was wrecked at 6.44 p. m. a short distance below Woodbury, N. J., by being run into by a freight train. The clerk saved himself by jumping. No damage to mail. Delayed one hour and thirty-eight minutes.

June 24.—Boone and Des Moines R. P. O., train 4, was derailed 3 miles south of Madrid, Iowa, at 11.15 a. m. Clerk not injured and mail not damaged. Delayed twenty-five minutes.

June 24.—Sedalia and Denison R. P. O., train 1, was wrecked near Montrose, Mo., at 9 p. m. Clerk not injured and mail not damaged. Delayed five hours and fifteen minutes.

June 25.—Washington and Charlotte R. P. O., train 36, was derailed by an open

witch at Lynchburg, Va., at 3.47 p. m. No damage to mail, mail car, or clerk. Delayed two hours and ten minutes.

June 26.—St. Louis, Moberly and Kansas City R. P. O., train 6, was wrecked 1 mile west of Missouri City, Mo., at 7.05 p. m. The entire crew, consisting of Clerks O. M. Smith, F. W. Brink, G. A. Smith, jr., J. W. Salwaenter, and W. S. Mills, were almost instantly killed. As all the clerks were killed, there is no way of telling definitely what amount of mail was lost. Such of the mail as was recovered was seriously damaged by water and mud.

June 28.—St. Paul and Helena R. P. O., train 2, was derailed near Spiritwood. Clerk not injured and mail not damaged. Delayed five hours and twenty-five minutes.

June 29.—Oelwein and Des Moines R. P. O., train 3, while standing at the station West Waterloo, Iowa, at 3.45 p. m., a light engine backed into the forward end of train, breaking the front end of the apartment car. Clerk not injured and mail not damaged. Delayed two hours.

July 29.—Cheyenne and Huntington R. P. O., train 2, was derailed 3 miles west of Jennis Ferry, Idaho, at 9 p. m. Clerks not injured and mail not damaged. Delayed twelve hours.

June 30.—St. Joseph and Grand Island R. P. O., train 3, was derailed at 1 a. m. near Fairbury, Nebr. No damage to mail or injury to clerk. Delayed eight hours and forty minutes.

June 30.—Pittsburg and St. Louis R. P. O., train 6, was wrecked at Vandalia, Ill., at 12.41 a. m., by colliding with first section of train 11. R. T. Shimer was instantly killed, S. I. Parkinson and E. B. Fosdick severely injured, and Guy D. May, S. C. Henry, and C. E. Gilbert slightly so. Mail but slightly damaged.

Number of casualties	589	Seriously injured	33
Killed	14	Slightly injured	75

W. D. Baker, injured August 1, 1896, died same day.
L. A. Thomas, killed October 14, 1896.
H. M. Burrows, lost November 26, 1896, presumed to have died same day.
O. H. Smith, injured December 18, 1896, died December 20.
M. V. King, killed December 18, 1896.
W. C. Copley, killed January 23, 1897.
W. A. Rosenberger, killed March 5, 1897.
T. C. Benton, injured April 11, died same day.
O. M. Smith, killed June 26, 1897.
F. W. Brink, killed June 26, 1897.
G. A. Smith, jr., killed June 26, 1897.
J. W. Salwaenter, killed June 26, 1897.
W. S. Mills, killed June 26, 1897.
R. T. Shimer, killed June 30, 1897.

REPORT

OF THE

PERINTENDENT OF FOREIGN MAILS

FOR THE

FISCAL YEAR ENDED JUNE 30, 1897.

REPORT

OF

THE SUPERINTENDENT OF FOREIGN MAILS.

POST-OFFICE DEPARTMENT,
OFFICE OF FOREIGN MAILS,
Washington, D. C., October 13, 1897.

SIR: I have the honor to submit the following report of the principal operations in connection with the foreign mail service during the fiscal year ended June 30, 1897.

From Statement A, immediately following, showing the weights of the mails despatched by sea to foreign countries, and the percentage despatched to each of the countries named therein, it will be seen that the aggregate weights of said mails were:

	Grams.	Pounds.
Letters and post cards	385,354,575 =	849,707
Other articles	2,629,547,679 =	5,798,152
Total		6,647,859

Of the foregoing, the mails for transatlantic destinations comprised:

	Grams.	Pounds.	Per. ct.
Letters and post cards	331,480,180 =	730,914	or 86
Other articles	1,832,266,951 =	4,040,148	or 69.68
Total		4,771,062	

Of the Transatlantic mails, the mails for Great Britain, Germany, and France, with all of which countries we have direct steamship communication, were made up as follows:

	Grams.	Pounds.	Per cent.
For Great Britain:			
Letters and post cards	128,851,223 =	284,117	or 39
Other articles	852,324,704 =	1,879,376	or 46.5
Total for Great Britain		2,163,493	
For Germany:			
Letters and post cards	65,444,830 =	144,306	or 19.7
Other articles	349,435,566 =	770,505	or 19
Total for Germany		914,811	
For France:			
Letters and post cards	25,290,824 =	55,766	or 7.6
Other articles	151,566,908 =	334,205	or 8.3
Total for France		389,971	

The weights of the mails for all Transatlantic destinations other than Great Britain, Germany, and France were:

	Grams.	Pounds.	Per cent.
Letters and post cards	111,893,303 =	246,725	or 34
Other articles	478,939,773 =	1,056,062	or 26
Total for Transatlantic destinations other than Great Britain, Germany, and France		1,302,787	

A.—*Statement showing the net weights and percentages of the mails dispatched by sea to foreign countries during the fiscal year ended June 30, 1897.*

Where the percentage is not stated it was ascertained, as regards the letter mails, to be less than one-half of 1 per cent.]

TRANSATLANTIC SERVICE.

Countries.	Letters and postal cards.		Other articles.	
	Grams.	Per cent.	Grams.	Per cent.
Great Britain	128,851,223	38.87	852,324,704	46.52
Germany	65,444,830	19.74	349,435,566	19.07
France	25,290,824	7.63	151,566,908	8.27
Italy	24,854,905	7.50	48,969,738	2.67
Austria	18,270,800	5.51	52,254,910	2.85
Sweden	17,493,689	5.28	87,606,024	4.78
Russia	13,764,910	4.15	32,493,270	1.77
Norway	8,374,426	2.53	34,667,299	1.89
Switzerland	6,105,800	1.84	38,656,240	2.11
Netherlands	4,955,500	1.49	24,405,905	1.33
Denmark	4,603,400	1.39	19,364,262	1.06
Belgium	3,633,118	1.10	21,948,845	1.20
Spain	2,388,750	.72	17,573,515	.96
Turkey	2,366,200	.71	10,546,080	.58
South Africa	2,283,975	.69	48,863,845	2.67
India	1,433,690	.....	36,656,095	2
Portugal	1,364,140	.....	4,913,745	.....
Total	331,480,180	.....	1,832,266,951	.....
	= lbs. 730,914	.....	= lbs. 4,040,148	.....

MISCELLANEOUS AND TRANSPACIFIC SERVICE.

WEST INDIES.				
Cuba	4,717,547	8.76	44,594,335	5.59
Other West India Islands	1,699,226	3.16	24,528,901	3.08
Jamaica	1,718,537	3.19	23,161,268	2.91
Bermuda	1,072,385	1.99	10,272,150	1.29
Haiti	859,495	1.60	8,769,715	1.10
Bahamas	481,188	.89	5,467,754	.69
Santo Domingo	471,010	.88	6,377,520	.80
Puerto Rico	307,817	.57	1,850,228	.....
Turks Islands	61,540	.....	728,715	.....
CANADA AND MEXICO.				
Nova Scotia	3,419,048	6.35	21,217,589	2.66
Newfoundland	203,757	.....	2,596,279	.....
British Columbia	136,805	.....	3,558	.....
St. Pierre and Miquelon	55,049	.....	438,903	.....
New Brunswick and Ontario	19,656	.....	14,565	.....
Mexico	1,037,053	1.93	17,384,365	2.18
CENTRAL AMERICA.				
Guatemala	2,205,575	4.10	32,496,607	4.08
Costa Rica	2,056,107	3.82	27,543,375	3.44
Salvador	1,177,732	2.19	20,034,151	2.51
Nicaragua	1,083,870	2.01	16,795,408	2.11
Republic of Honduras	692,967	1.29	8,847,871	1.11
British Honduras	475,601	.87	4,870,357	.61
SOUTH AMERICA.				
Venezuela	2,166,675	4.02	31,988,411	4.01
Curaçao	584,660	1.09	5,735,595	.72
Colombia	2,654,040	4.93	72,570,615	9.10
Panama (from pursers of U. S. vessels)	6,410	.....	.....	.....
Brazil	1,958,986	3.64	45,044,888	5.65
Chile	1,462,003	2.07	30,900,334	3.87
Peru	1,396,440	2.59	23,937,484	3
Argentina	1,149,763	2.14	28,458,461	3.57
Ecuador	697,507	1.30	9,445,289	1.19
Uruguay	221,129	.....	7,100,017	.89
Bolivia	217,475	.....	5,831,830	.73
British Guiana	135,570	.....	2,860,330	.....
Paraguay	21,147	.....	972,810	.....
Dutch Guiana	10,085	.....	13,245	.....

A.—*Statement showing the net weights and percentages of the mails dispatched by sea to foreign countries during the fiscal year ended June 30, 1897*—Continued.

MISCELLANEOUS AND TRANSPACIFIC SERVICE—Continued.

Countries.	Letters and postal cards.		Other articles.	
	Grams.	Per cent.	Grams.	Per cent.
ASIA.				
Japan	6,248,637	11.60	66,761,671	8.36
Hongkong	2,395,562	4.45	12,203,744	1.53
Shanghai (United States postal agency)	192,011	.....	1,112,642	.....
To United States postal agency, Shanghai	1,052,445	1.95	22,039,187	2.76
Cochin China	180,173	.....	1,470,388	.....
Manila	67,068	.....	1,226,776	.....
Singapore	26,799	.....	580,989	.....
Java	14,812	.....	109,101	.....
Siam	7,302	.....	245,819	.....
OCEANICA.				
The British Australasian colonies	3,771,784	7	100,183,626	12.57
Hawaii	3,020,585	5.61	45,233,588	5.67
Tahiti	129,256	.....	1,557,037	.....
Samoan Islands	122,537	.....	1,405,783	.....
New Caledonia	6,401	.....	126,254	.....
Marquesas Islands	4,645	.....	148,195	.....
Marshall Islands	382	.....	3,005	.....
Gilbert Islands	141	.....	.....	.....
Total	53,874,395	.....	797,280,728	.....
	= lbs. 118,793	.....	= lbs. 1,758,004	.....
Aggregate	385,354,575	.....	2,629,547,679	.....
	= lbs. 849,707	.....	= lbs. 5,798,152	.....

A comparison of the foregoing statement with a similar statement furnished with the report for last year shows the weights of the mails to have increased as follows, viz:

	1897.	1896.	Increase.	Per cent.
Transatlantic:	*Pounds.*	*Pounds.*	*Pounds.*	
Letters and post cards	730,914	721,753	9,161	1.27
Other articles	4,040,148	3,820,521	219,627	5.75
Other destinations:				
Letters and post cards	118,793	112,366	6,427	5.72
Other articles	1,758,004	1,632,274	125,730	7.70
Aggregate:				
Letters and post cards	849,707	834,119	15,588	1.87
Other articles	5,798,152	5,452,795	345,357	6.33

The following statement (B) shows the weight of the mails conveyed and the amount of compensation received by each of the different lines of steamers, as well as which are of United States and which of foreign register; and Statement C shows the weights of foreign closed mails forwarded from the United States by the different lines of steamers, and the compensation paid to each line for their conveyance:

B.—*Statement showing the net weights of the United States mails conveyed and the rate and amount of compensation received therefor by the steamers appointed to transport the mails to foreign countries.*

(1) Vessels of United States register, not under contract, receive $1.60 per pound for letters and post cards and 8 cents per pound for other articles.
(2) Vessels of foreign register, 5 francs per kilogram (about 44 cents per pound) for letters and post cards, and 50 centimes per kilogram (about 4½ cents per pound) for other articles.

[2.205 pounds=1 kilogram.]

TRANSATLANTIC SERVICE.

[The sailings are from New York, except where otherwise stated.]

Name of line.	Letters.	Prints.	Compensation.
	Grams.	*Grams.*	
* International Navigation Co. (contract service)	73, 133, 610	799, 413, 405	$757, 000.00
* International Navigation Co. (noncontract service)	2, 990	1, 520	10.82
† International Navigation Co	5, 240, 248	36, 825, 253	8, 610.47
‡ International Navigation Co	5, 890	7, 105	6.37
* International Navigation Co., from Philadelphia	42	141	.17
‡ International Navigation Co., from Philadelphia	426	311	.44
‡ Cunard	95, 971, 233	510, 520, 890	141, 877.51
‡ Cunard, from Boston	593, 831	17, 509, 882	2, 262.75
‡ North German Lloyd	91, 148, 345	200, 664, 789	107, 322.30
‡ Hamburg-American	19, 132, 759	81, 178, 905	26, 296.87
‡ White Star	21, 449, 440	54, 668, 443	25, 974.21
† Warren, from Boston	114, 978	683, 903	176.96
‡ Anchor, to Scotland direct	12, 420	5, 940	12.57
‡ Thingvalla, to Norway direct	2, 090	385	2.05
‡ General Transatlantic, to France direct	24, 570, 138	130, 451, 129	25, 856.23
§ Red Star, from New York and Philadelphia to Antwerp direct	60, 520	17, 065	11.10
§ Holland-American, to the Netherlands direct	31, 235	296, 420	163.90
§ Union Steamship Co. (Limited), from New York to Cape Colony direct	2, 560	955	2.57
‡ American and African, from New York to Cape Colony direct	7, 425	20, 510	9.14
Total	331, 480, 180 =lbs. 730, 914	1, 832, 266, 951 =lbs. 4, 040, 148	1, 106, 276.43 .....

* United States register.
† Paid by agreement with the company, at the rate applicable to vessels of foreign register.
‡ Foreign register.
§ Foreign register; settled for in account of balances due foreign countries.

TRANSPACIFIC SERVICE.

Vessels of United States register.

[See note (1) at the head of this statement.]

Name of line.	Letters.		Prints.		Compensation.
	Grams.	*Pounds.*	*Grams.*	*Pounds.*	
Pacific Mail:					
San Francisco to Hongkong, via Hawaii and Japan	4, 270, 209	9, 415	42, 858, 398	94, 502	$22, 625.51
United States Postal Agency, Shanghai to San Francisco	82, 504	181	443, 580	978	369.32
Oceanic:					
* San Francisco to Australasian colonies	4, 689, 869	10, 341	115, 374, 241	254, 400	135, 000.00
San Francisco to Hawaii	1, 114, 831	2, 458	14, 027, 288	30, 930	6, 407.54
Total	10, 157, 413	22, 395	172, 703, 507	380, 810	164, 402.37

* Compensation, $60,000 per annum, less $1,000 per trip for five trips performed by steamers of foreign register; and $80,000 additional authorized by act of Congress.

B.—*Statement showing the net weights of the United States mails conveyed and the rate and amount of compensation received therefor, etc.*—Continued.

VESSELS OF FOREIGN REGISTER.

[See note (2) at the head of this statement.]

Name of line.	Letters.		Prints.		Compensation.
	Grams.	*Pounds.*	*Grams.*	*Pounds.*	
Occidental and Oriental:					
San Francisco to Hongkong, via Hawaii and Japan	4,260,698	.....	45,186,786	.....	$8,472.10
United States Postal Agency, Shanghai to San Francisco	81,586	.....	502,287	.....	127.21
Pacific Mail:					
San Francisco to Hongkong, via Hawaii and Japan	1,327,748	.....	14,245,951	.....	2,656.02
United States Postal Agency, Shanghai to San Francisco	23,287	.....	122,002	.....	34.24
Northern Pacific:					
Tacoma to Hongkong, via Hawaii and Japan	1,141,366	.....	17,781,486	.....	2,817.33
United States Postal Agency, Shanghai to Takoma	4,634	.....	44,773	.....	8.79
Oceanic: San Francisco to Hawaii	82,977	.....	1,598,560	.....	234.33
San Francisco to Tahiti and Marquesas Islands:					
J. Pinet & Co	89,004	.....	1,155,936	.....	197.43
M. Turner	44,897	.....	549,296	.....	96.33
San Francisco to Marshall and Gilbert Islands:					
Wilkins & Co	523	.....	3,005	.....	.79
John Gamble, British bark (salvage)	.....	.....	.....	.....	85.76
Total	7,056,720	15,560	81,190,082	197,024	14,730.33

MISCELLANEOUS SERVICE.

Vessels of United States register.

[See note (1) at the head of this statement.]

Panama Railroad Steamship Line: New York to Colon	6,527,105	14,392	132,386,560	289,528	$45,948.13
Pacific Mail: San Francisco to Panama	961,209	2,163	11,323,254	24,967	5,434.19
Red D (Boulton, Bliss & Dallett):					
New York to Venezuela and Dutch West Indies (contract service)	3,044,520	6,713	42,809,986	94,594	81,288.00
New York to Venezuela and Dutch West Indies (noncontract service)	169,610	373	2,696,785	4,946	1,074.10
New York and Cuba Mail:					
New York to Mexico (contract service)	323,515	713	5,586,290	12,317	130,104.09
New York to Cuba (contract service)	261,530	576	810,434	1,795	73,476.00
New York to Cuba (noncontract service)	143,360	316	578,035	1,275	607.83
Clyde: New York to Haiti, Santo Domingo, etc	599,355	1,321	7,661,545	16,893	3,466.02
Royal Mail: New Orleans to Central America	2,377,648	5,242	33,429,231	73,711	14,285.26
Oteri's Pioneer: New Orleans to Republic of Honduras	169,702	374	2,443,719	5,388	1,029.77
Morgan: New Orleans to Cuba	2,160	4	6,633	14	8.78
Central America and Commercial: New Orleans to Colombia	6,267	13	87,534	193	37.55
Bluefields Banana: New Orleans to Nicaragua	8,528	18	127,331	280	52.54
Plant: Port Tampa to Jamaica	11,508	25	83,341	183	55.30
Buckman Fruit: Baltimore to Jamaica	7,484	16	49,869	109	35.20
Quaker City Fruit: Philadelphia to Jamaica	735	1	23,867	52	6.80
Pacific Coast:					
San Francisco to Mexico	148,383	327	1,804,150	1,804	841.75
*San Francisco to British Columbia	46,109	101	3,558	7	40.22
* Puget Sound and Alaska: Port Townsend to British Columbia	90,696	199	.....	.....	157.83
*American Express: Eastport to New Brunswick	10,220	22	.....	.....	8.80
† Pacific Mail (inward): From purwers of United States vessels to San Francisco	6,410	14	.....	.....	12.82
Total	14,936,054	32,923	242,008,722	528,056	357,970.39

* Compensation, 1 cent a letter.

† Compensation, 2 cents a letter.

B.—*Statement showing the net weights of the United States mails conveyed and the rate and amount of compensation received therefor, etc.*—Continued.

VESSELS OF FOREIGN REGISTER.

[See note (2) at the head of this statement.]

Name of line.	Letters.	Prints.	Compensation.
	Grams.	*Grams.*	
Lamport and Holt: New York to Brazil and La Plata countries.	1,539,302	41,320,388	$5,472.85
Knott's Prince: New York to Brazil and La Plata countries..	533,590	16,753,910	2,131.68
Sloman's Brazil: New York to Brazil and La Plata countries.	235,924	5,451,583	753.75
Norton & Son: New York to La Plata countries	484,252	11,644,495	1,590.99
Booth: New York to West Indies and Brazil	454,690	6,063,553	1,025.04
Red Cross: New York to West Indies and Brazil	397,472	4,507,975	818.56
Quebec: New York to West Indies and Venezuela	906,410	12,876,215	2,117.24
Trinidad Shipping and Trading: New York to West Indies and Venezuela	380,840	6,268,650	971.08
* Royal Dutch West India Mail: New York to West Indies and Venezuela	292,810	2,583,945	531.92
Demerara: New York to West Indies	133,950	2,176,968	339.33
A. D. Strauss & Co.: New York to West Indies	1,260		1.22
Atlas: New York to Haiti, Jamaica, etc	2,769,990	50,625,063	7,558.38
New York and Haiti Packet: New York to Haiti and Bahamas	35,220	351,825	67.93
General Transatlantic: New York to Haiti, Venezuela, etc....	98,625	1,164,645	207.56
Quebec: New York to Bermuda	1,072,385	10,272,150	2,028.12
New York and Porto Rico: New York to Puerto Rico	295,815	1,670,000	448.62
* New York and Cuba Mail: New York to Bahamas	327,370	4,086,265	710.23
Bahamas: New York to Bahamas	3,150	7,155	2.73
Florida East Coast: Palm Beach to Bahamas	140,923	1,355,974	266.94
Boston Fruit: Boston to Jamaica	440,073	7,287,371	1,127.99
New York and Central American: New York to Jamaica and Central America	50,510	800,620	126.01
Quaker City Fruit: Philadelphia to Jamaica	21,542	375,852	57.05
Buckman Fruit: Baltimore to Jamaica	12,785	44,545	10.64
Earn: Philadelphia to Cuba and West Indies	40,855	773,110	114.08
Spanish Transatlantic: New York to Cuba, Colombia, etc....	20,050	285,855	46.94
Matina Banana: New York to Costa Rica	15,075	224,735	36.23
Costa Rica: New Orleans to Costa Rica	1,966,492	26,784,827	4,482.40
Central American and Commercial: New Orleans to Costa Rica and Colombia	29,929	410,371	68.48
Barranquilla: New Orleans to Colombia	3,940	341,175	36.73
Wilson & Co.: Mobile to Colombia	5,644	113,394	16.44
Snyder Banana: Mobile to Colombia	3,598	33,910	6.74
Camors & Co.: Mobile to Colombia	452	2,211	.65
New York and Nicaragua: New York to Nicaragua	71,000	1,682,600	230.89
Weinberger: New Orleans to Nicaragua	91,941	1,482,791	231.61
Caribbean Banana: New Orleans to Nicaragua	88,696	1,450,467	225.56
Bluefields Banana: New Orleans to Nicaragua	26,435	367,367	60.96
Bluefields and Rama: New Orleans to Nicaragua	25,546	328,732	56.37
Hoadley's: New Orleans to Nicaragua	23,861	343,305	56.16
Orr & Laubenheimer Co., Limited: New Orleans to British Honduras	35,343	117,219	45.42
Del Orto: New Orleans to British Honduras	34,838	596,489	89.21
Royal Mail: New Orleans to Central America	21,259	401,546	59.27
Red Cross: New York to Newfoundland	60,750	1,389,605	212.43
Allen: Philadelphia to Newfoundland	46,591	728,885	123.62
Black Diamond: Boston to Newfoundland	540	12,730	1.75
Pacific Mail: San Francisco to Colombia, etc	19,809	110,718	29.89
† Yarmouth: Boston to Nova Scotia	2,251,032	11,860,266	2,183.87
† Canada Atlantic and Plant: Boston to Nova Scotia	1,168,016	9,357,323	1,173.05
† A. Booth Packing: Duluth to Canada	5,716	14,565	5.05
Total	16,685,796 = lbs. 36,792	246,910,863 = lbs. 544,438	37,994.89

* Settled for in account of balances due foreign countries.
† Compensation, 1 cent a letter.

C.—*Statement showing the net weights of the closed mails of foreign origin forwarded and the amounts paid by this Department to the steamers which conveyed them from the United States.*

[Compensation at the rate of 5 francs per kilogram for letters and post cards, and 50 centimes per kilogram for other articles.]

TRANSATLANTIC SERVICE—NONCONTRACT.

Name of line.	Letters.	Prints.	Compensation.
	Grams.	*Grams.*	
Cunard	12,519,482	44,380,257	$16,364.00
North German Lloyd	8,580,624	32,376,349	11,404.62
White Star	4,705,826	19,892,557	6,460.76
Hamburg-American	2,335,776	9,083,444	3,130.58
The International Navigation Co	601,275	1,904,403	764.00
Total noncontract Transatlantic	28,742,983 =lbs. 63,378	107,637,010 =lbs. 237,340	38,123.96

MISCELLANEOUS SERVICE—NONCONTRACT.

Panama Railroad-Steamship Line	302,447	4,346,181	711.27
*New York and Cuba Mail (New York to Bahamas)	167,139	3,891,988	536.86
Quebec Steamship Co	479	1,790,215	173.22
Florida East Coast Line	46,817	952,439	137.09
New York and Cuba Mail (New York to Cuba)	6,633	417,349	46.68
Red D	.....	370,595	35.76
Clyde	.....	291,400	28.13
Earn	.....	237,535	22.93
Atlas	.....	89,650	8.65
Canada, Atlantic and Plant Steamship Co	4,115	1,385	4.10
General Transatlantic (New York to Jamaica)	.....	18,500	1.79
Booth Steamship Co	.....	17,490	1.69
Red Cross	50	12,190	1.22
New York and Central American Steamship Line	.....	5,060	.49
Demerara Steamship Co	20	1,180	.13
Total noncontract miscellaneous	527,700 =lbs. 1,164	12,443,157 =lbs. 27,437	1,710.01
Total noncontract service	29,270,683 =lbs. 64,542	120,080,167 =lbs. 264,777	39,833.97

CONTRACT SERVICE.

†The International Navigation Co. (transatlantic)	13,540,704	72,238,039	.....
†Plant Investment Co. (Tampa to Cuba)	1,912,445	73,462,195	.....
†Red D	147,770	2,213,542	.....
†New York and Cuba Mail (New York to Cuba)	59,265	2,534,979	.....
Total contract service	15,660,184 =lbs. 34,531	150,448,755 =lbs. 331,739	.....
Aggregate	44,930,867 =lbs. 99,073	270,528,922 =lbs. 596,516	$39,833.97

* Settled for in account of balances due foreign countries.
† Conveyed by vessels under contract with this Department, and without additional cost.

COST OF THE SERVICE.

The sums required to be paid on account of the transportation of the mails dispatched to and received from foreign countries by sea during the fiscal year amounted to $1,737,975.80; which included (1) the amounts credited in the general postal accounts to foreign governments for the conveyance of United States mails by steamers subsidized by said governments, as follows:

To France, for services of steamers of the General Transatlantic Line from New York to Havre	$35,856.23
To Belgium, for services of steamers of the Red Star Line from New York and Philadelphia to Antwerp	11.10

To the Netherlands, for services of steamers of the Holland-America Line from New York to Amsterdam and Rotterdam.	$163.90	
And for services of steamers of the Royal Dutch West India Mail from New York to the West Indies	531.92	
		$695.82
To the Bahamas, for services of steamers of the New York and Cuba Mail Steamship Company from New York to Nassau, New Providence.		710.23
(2) The sum paid to the Panama Railroad Company for transporting by railway from Colon to Panama, the United States mails for the west coast of Central and South America		20,333.53
(3) The cost of sustaining sea post-offices on the fast steamers of the North German Lloyd and Hamburg-American Packet companies, and the United States registered steamers of the International Navigation Company		36,297.87

This sum of $1,737,975.80 was distributed as follows, viz:

Transatlantic service:			
Vessels of United States register—			
Contract service	$757,680.00		
Noncontract service	8,621.46		
		$766,301.46	
Vessels of foreign register		339,974.96	
			1,106,276.42
Transpacific service:			
Vessels of United States register		164,402.37	
Vessels of foreign register		14,730.33	
			179,132.70
Miscellaneous service (Canada, Mexico, Central and South America, and the West India Islands):			
Vessels of United States register—			
Contract service	$284,868.00		
Noncontract service	73,102.39		
		357,970.39	
Vessels of foreign register		37,964.89	
			395,935.28
The Panama Railroad Company			20,333.53
The sea post-office service			36,297.87
Total			1,737,975.80

To this must be added, in order to show the total cost of the service, the following items, viz:

Amount paid for the sea conveyance from the United States of closed mails of foreign origin		44,716.53
Amount paid to foreign countries for the intermediary transit of closed mails of United States origin		239,791.85
For open mail matter of United States origin		23,982.46
The expense of the United States Postal Agency at Shanghai		1,975.77
And this Department's share of maintaining the International Bureau at Berne, Switzerland, including subscription to the Journal L'Union Postale, and the Universal Dictionary of Post-Offices		757.12
Making the aggregate cost of the service		2,049,199.53
From this aggregate must be deducted the amounts received by this Department for the intermediary transit of closed mails of foreign origin	$197,572.97	
For the intermediary transit of open-mail matter of foreign origin	52,810.03	
For services of United States contract steamers in conveying Cuban mails from Havana, Cuba, to Tampa, Fla.	6,089.34	
And the receipts at the United States Postal Agency at Shanghai, viz:		
Postage stamps sold and postage collected Box rents collected	1,556.77	
		258,029.11
Leaving the actual net cost of the service		1,791,170.42

From the postmasters' reports, which form the basis of Statement D, it appears that of the aggregate sum of $3,358,437.65, estimated in

d statement to have been received by this Department as postage on icles exchanged with all foreign countries, the postage collected on articles exchanged with foreign countries other than Canada and xico amounted to $2,513,372.81, or $722,202.39 more than the net t of the service, *exclusive* of the cost of transporting the articles ween the United States *exchange* post-offices and the United States t-offices at which they were mailed or delivered.

The amount of postage estimated to have been collected during the ar, as above stated, is *only an estimate*, but it is based upon the ount actually collected on articles exchanged during the first seven ys of October and April last, and consequently may be accepted as proximately correct; so that it may safely be assumed that, even er adding the expense of transporting the articles between the ited States exchange offices and the offices of mailing or delivery in is country, of which this office has no data upon which to base an intel- ent estimate, the postage collected in the United States largely exceeds e gross expense incurred by this Department in connection with the ils exchanged with foreign countries.

ESTIMATE FOR THE FISCAL YEAR 1898–99.

The amounts estimated as necessary to be appropriated for the fiscal ar ending June 30, 1899, are as follows, viz:

or the sea transportation of the mails, including foreign closed mails, the railway transit across the Isthmus of Panama, the cost of maintaining the United States Postal Agency at Shanghai, and contingencies, including casualties	$1,735,660
or additional compensation to the Oceanic Steamship Company for transporting mails from San Francisco to Hawaii and Australasia	80,000
or the expense of maintaining 18 sea post-offices on steamers plying between New York and Southampton, Bremen, and Hamburg	45,600
or transfer service in New York Harbor, and to and from the transfer boat	40,000
Total on account of transportation	1,901,260
or balances due foreign countries, including the United States' share of the expenses of the International Bureau of the Universal Postal Union, and for this Department's annual subscription for the monthly journal (L'Union Postale) and the Universal Dictionary of Post-Offices, published by that Bureau, and for contingencies	142,000
Aggregate	2,043,260

The foregoing estimate is based upon the known cost of the contract ean mail service under the act of Congress of March 3, 1891, as deter- ined by the terms of the contracts fully executed prior to the date of is report, and upon the percentage of increase of the other items of usiness of this fiscal year over similar items of the fiscal year ended une 30, 1897, as follows, viz:

CONTRACT SERVICE.

oute No. 36, "O. M. S.," New York to La Guayra, 36 trips, of 2,258 miles = 81,288 statute miles, at $1	$81,288	
oute No. 57, "O. M. S.," New York to Southampton, 52 trips of 3,641 miles = 189,332 statute miles, at $4	757,328	
oute No. 69, "O. M. S.," New York to Tuxpam, 52 trips of 2,502 miles = 130,104 statute miles, at $1	130,104	
oute No. 70, "O. M. S.," New York to Havana, 52 trips of 1,413 miles = 73,476 statute miles, at $1	73,476	
Total contract service		$1,042,196

Vessels of United States register not under contract (10 per cent increase)		$182,239
Additional compensation to Oceanic Steamship Company from San Francisco to Hawaii and Australasia		80,000
Vessels of foreign register (10 per cent increase)		441,409
One-half the cost of maintaining 18 sea post-offices, 152 round trips, at $300 per trip		45,600
Transfer service in New York Harbor		40,000
For transporting foreign closed mails (10 per cent increase)		43,817
Panama Railroad Company (10 per cent increase)		22,367
Expense of Postal Agency at Shanghai (10 per cent increase)		2,176
For contingencies, including casualties		1,456
Total on account of transportation of mails		1,901,260
The "Balances due foreign countries" are for expenses incurred in the intermediary transportation of international mails, and are determined by statistics taken during a period of twenty-eight days once every three years. The expenses for the fiscal year ending June 30, 1899, are determined by the statistics taken in May, 1896; but as the result of those statistics is not yet fully known the statistics of November, 1893, have been taken as a basis for this estimate, from which it appears that the annual charge against this Department will probably be	$140,400	
For the United States' share of the expenses of the International Bureau of the Universal Postal Union, including this Department's subscription to the monthly journal (L'Union Postale) and for the Universal Dictionary of Post-Offices	1,000	
For contingencies, including casualties	600	
Total on account of balances due foreign countries		142,000
Total estimate		2,043,260

The particulars given in the following statement (D) are based upon the actual operations of the United States exchange post-offices during one week in the months of October, 1896, and April, 1897, respectively, the figures in the statement being obtained by multiplying the results of each week's operations by 26 to find the operations of fifty-two weeks, or one year.

The data thus obtained can not be considered as accurate, but it may be assumed to be approximately correct, and furnishes the only information attainable relative to the amount collected as United States postage on the articles contained in the mails for and from foreign countries. It should be borne in mind, however, that the articles sent to and received from Canada and Mexico overland, and the postage collected thereon, are embraced in the figures given in Statement D, while the weights of the mails dispatched and the cost of the service, as heretofore stated, do not include the weights of these overland mails nor the cost of their overland transportation.

).—Estimate of the number of articles exchanged with all foreign countries (including Mexico and Canada by rail and sea) during the fiscal year ended June 30, 1897, based upon the count of such matter exchanged during seven days of October, 1896, and seven days of April, 1897, as made at United States exchanging post-offices pursuant to the Postmaster-General's order of August 7, 1895, and the amount of postage estimated to have been received thereon.

	Sent.	Received.	Total.	Excess of sent over received.	Excess of received over sent.
repaid letters	59,062,562	45,446,452	104,509,014	13,616,110	.....
npaid and short-paid letters	1,070,689	2,203,025	3,273,754	.....	1,132,336
ostal cards	2,794,196	3,159,560	5,953,756	.....	365,364
ostal cards with paid reply	38,917	10,022	48,939	28,895	.....
rticles of printed matter	61,529,564	39,192,571	100,722,135	22,336,993	.....
ommercial papers	467,958	302,666	770,624	165,292	.....
ackages of samples of merchandise	911,276	1,646,713	2,557,989	.....	735,437
etters free of postage	166,905	186,332	353,237	.....	19,427
ther articles free of postage	48,266	14,914	63,180	33,352	.....
egistered letters	1,139,864	989,726	2,129,590	150,138	.....
ther articles registered	99,072	193,388	292,460	.....	94,316
Total	127,329,269	93,345,369	220,674,638	36,330,780	.....
emands for return receipts	23,859	47,226	71,085	.....	23,367
ostage prepaid on—					
Letters	$2,313,443.59	.....	$2,313,443.59	.....	.....
Postal cards	34,575.87	.....	34,575.87	.....	.....
Other articles	761,175.35	.....	761,175.35	.....	.....
ostage due on—					
Letters	52,047.82	$245,290.09	297,337.91	.....	$193,242.27
Other articles	3,521.00	3,952.75	7,473.75	.....	431.75

NOTE.—Total postage collected on articles sent and received, $3,358,437.65.

The rule under which the mails for Transatlantic destination have or many years been assigned to the fastest vessel available for their onveyance--that is to say, in the case of two steamers leaving New ork for Great Britain at or about the same time, the mails were ssigned to the steamer which, according to the record of its three voyges just preceding the assignment, delivered the mails in the shortst time in London—has not been rigidly adhered to during the year ıst closed, preference having been given to vessels flying the flag of he United States.

A record of the speed of the steamers to which the mails for Transatlantic destinations were assigned has, however, been kept, a summary of which appears in the statement (E) following:

E.—*Statement showing the number of trips made per quarter and year, the average apparent time (in hours) of the trips, and the quickest trip made by each steamer of the Transatlantic steamship companies in conveying the United States mails from New York to London and to Paris during the fiscal year ended June 30, 1897, as shown by the records of this Office. (The number of hours stated does not indicate the time consumed in the sea voyage only, but the period elapsing between the actual receipt of the mails at the post-office in New York and their delivery at the post-office in London or Paris.)*

Line and steamer.	First quarter.		Second quarter.		Third quarter.		Fourth quarter.		During the year.		
	Number of trips.	Average time occupied per trip.	Number of trips.	Average time occupied per trip.	Number of trips.	Average time occupied per trip.	Number of trips.	Average time occupied per trip.	Number of trips.	Average time occupied per trip.	Quickest trip.
Cunard (New York to London via Queenstown):		*Hours.*		*Hours.*		*Hours.*		*Hours.*		*Hours.*	*Hours.*
Campania	3	159	3	163.6	3	167.8	3	164.3	12	163.7	156.9
Lucania	4	160.7	3	165.3	2	169.3	3	164.8	12	164.3	158.6
Etruria	3	176.5	4	176.7	1	186.6	3	177	11	177.6	174
Umbria	3	177.1	3	176.5	2	182.4	4	185	12	180.5	175.1
Servia	1	211.9	....	.....	2	202.8	2	212.1	5	208.4	201.3
Aurania	3	205.6	....	.....	3	212.3	2	207.5	8	208.6	200.5
Hamburg-American (New York to London via Southampton):											
Normannia	3	171.6	2	175.4	....	.....	2	175.7	7	173.9	171.3
Fuerst Bismarck	3	171.1	2	172	....	.....	3	178.2	8	174	170.6
Columbia	3	174.7	....	.....	1	183.6	2	176.6	6	176.8	173.4
Augusta Victoria	3	177.8	2	182.7	....	.....	1	184.4	6	180.6	175.6
American (New York to London via Queenstown and via Southampton):											
St. Louis	4	172.2	4	177.3	4	174.2	3	174.8	15	174.6	168.4
St. Paul	5	175.7	3	174	3	194.8	4	175.3	15	179.1	171.7
New York	4	174.8	4	178.5	4	185.2	1	191.4	13	180.4	172.1
*†Paris	4	187.4	2	223.9	2	216.4	4	183.6	12	197	179.7
Berlin	....	.....	1	251.2	....	.....	1	233.2	2	242.2	233.2
White Star (New York to London via Queenstown):											
Teutonic	3	174.5	4	176.6	2	181.1	3	174.7	12	176.4	170.3
Majestic	3	174.2	3	179.7	3	180.6	4	180	13	178.7	173.7
Germanic	4	203.2	3	207.1	3	207.8	3	207.6	13	206.2	198.6
Britannic	3	211.6	3	214.5	4	224.2	3	212.4	13	216.3	208.8
Adriatic	1	228.7	....	.....	1	259.2	....	.....	2	244	228.7
North German Lloyd (New York to London via Southampton):											
Lahn	4	188.2	3	194	1	193.6	4	187.6	12	189.9	185.7
Havel	3	185.6	4	189.8	2	194.4	3	191.3	12	189.9	183.1
Saale	....	.....	....	.....	....	.....	2	191.9	2	191.9	188
‡Trave	3	191.3	3	190	3	214.7	3	190.2	12	196.5	186.8
Aller	....	.....	1	194.1	3	197.5	....	.....	4	196.6	194.1
§Spree	3	202	2	208.2	3	194.8	2	263.8	10	213.4	198.9
General Transatlantic (New York to Paris via Havre):											
La Touraine	2	195.3	2	203.9	....	.....	3	194.4	7	197.4	187.8
La Champagne	....	.....	2	201.4	3	203	3	198.7	8	201	198.3
La Bretagne	2	199.6	3	201.5	3	202.7	2	204.2	10	202	195.4
La Bourgogne	3	204	3	213.1	2	202.1	1	210.3	9	207.3	201.6
La Gascogne	3	208.5	3	209	2	209.4	3	206.7	11	208.3	202.5
La Normandie	3	208.9	....	.....	3	215.1	1	218.5	7	212.9	203.7

*Delayed on trip from New York October 7, 1896 (about 3½ days), by broken shaft.
†Delayed on trip from New York January 13, 1897 (about 2½ days), by broken screw throughout the trip.
‡Delayed on trip from New York February 2, 1897 (about 3 days), by terrific gales for 5 days, and fog in English Channel.
§Delayed on trip from New York June 26, 1897 (about 5½ days), by broken shaft.

THE UNIVERSAL POSTAL UNION.

There has been no actual extension of the territory of the Union during the year; although the Orange Free State and Korea have announced that they will adhere to the Convention of Vienna in the near future, and China has announced its intention to adhere to the Convention of Washington.

The fifth Universal Postal Congress opened its sessions in this city on the 5th of May and closed them on the 15th of June, 1897.

Fifty-six (56) countries with their colonies were represented by one hundred and two (102) delegates and attachés actually present. The clerical force of the International Bureau, consisting of three (3) persons, were also present and acted as secretaries, so that the Congress consisted of one hundred and five (105) persons in all.

The work of the Congress consisted of the negotiation and conclusion of Conventions and Arrangements to supersede the Conventions and Arrangements signed in Vienna on the 4th of July, 1891, and the adoption of Regulations of detail and order for their execution. The Conventions and Arrangements of Vienna formed the basis of the work of the Congress, so that the Conventions and Arrangements concluded by the Congress of Washington are practically revisions of the Conventions and Arrangements negotiated by the Congress of Vienna.

The Conventions and Arrangements above referred to are as follows, viz:

(1) The Universal Postal Convention (governing the exchange of mails generally).

(2) Arrangement for the exchange of articles bearing a declaration of their value.

(3) Arrangement for the exchange of Money Orders.

(4) Convention for the exchange of "Parcels."

(5) Arrangement for a collection (C. O. D.) service.

(6) Arrangement for the use of "Books of Identity."

(7) Arrangement for subscription at post-offices to periodical publications.

The preliminary consideration of these matters was assigned to three (3) committees, as follows, viz: To the first committee—the principal Convention (1); to the second committee—declared values (2), parcels posts (4), books of identity (6); to the third committee—money orders (3), collections (5), subscriptions (7).

The delegates of the United States were assigned to duty on each of the three committees, but as this Department is a party to the principal convention only, this report—so far as the action of the Congress is concerned—will be confined to the action upon the principal Convention. In connection with that Convention, only two questions of importance presented themselves for solution, viz: First, the modification of the existing intermediary transit rates—that is to say, the charges to be paid by the country which makes up a mail for another country, to every other country which furnishes territorial or maritime conveyance for said mail in its transit from the country of origin to the country of destination; and second, so arranging that China, Korea, and the Orange Free State—the only countries then outside of the Postal Union—might be induced to enter the Union.

The second question was soon settled, with the result that when the Convention of Washington takes effect all of the three countries named will have adhered to its provisions, so that the Postal Union will be in

fact as well as in name a "Universal Postal Union," embracing every organized government of the world.

The first question, however, gave rise to prolonged and earnest discussion on account of the divergent views held by the delegates of the various countries.

Some of the countries favored the entire abolition of intermediary transit rates—so that each country should carry through its services the mails of every other country free of charge; others advocated the maintenance of the statu quo; while still others, and a large majority of the whole, demanded a substantial reduction of the current rates. The question of the transit rates was a burning one because of the diversity of interests represented—the countries that furnish most of the transit to their pecuniary benefit being interested in maintaining the present rates, while the countries which furnish little or no transit, but whose mails are transported by other countries, contending either for the abolition or a radical reduction of the rates.

Moreover, the current methods for settling transit accounts are cumbersome and unsatisfactory to all, and the whole question of the intermediary transit required a solution of a radical nature.

The question was first considered by the entire "First Committee," but after some discussion was referred to a subcommittee upon whose report a solution was arrived at which was accepted by the Congress as a satisfactory compromise, and under which the territorial rate is reduced on a sliding scale from 5 to 15 per cent during a period of six years, and the maritime rate upon the same principle from 7 to 33 per cent; while the rates are in fact still further reduced by the requirement that the weights of the mails dispatched during the year 1896, as shown by the statistics taken in May, 1896, shall serve as the basis for the settlement of the transit accounts until the meeting of the next Postal Congress (in the year 1904), notwithstanding the fact that there is an average annual increase of about 10 per cent in the weight of the mails.

The other modifications made by the Congress were principally in matters of detail to facilitate the settlement of international postal accounts and the handling of the international mails, which have been shown to be advisable by the general experience during the period of six years which has elapsed between the Congress of Vienna and the Congress of Washington.

The following are, however, matters of general interest or importance which it may be well to mention, viz:

(1) The limit of weight of "samples of merchandise" is increased from 250 grams (8¾ ounces) to 350 grams (12 ounces); although any country may adopt the lower limit.

(2) Postage stamps are to be printed as soon as practicable in the following colors, viz: 5-cent, dark blue; 2-cent, red; 1-cent, green.

(3) Postal cards issued by private parties are admitted to international mails, provided they conform to certain prescribed conditions. They may have pictures printed on their face.

(4) Natural-history specimens are admitted at the rate and under the conditions applicable to "samples of merchandise."

It is to be borne in mind, however, that the "Universal Postal Convention of Washington" does not take effect until the 1st of January, 1899, and consequently that none of the changes hereinbefore noted are operative before that date.

The first session of the Congress was held on the 5th of May, the United States delegation present consisting of Gen. George S. Batch-

eller, Mr. Edward Rosewater, Mr. James N. Tyner, Capt. N. M. Brooks, and Mr. A. D. Hazen as delegates, and Col. Charles Chaillé-Long and Mr. Robert S. Hatcher as secretaries to the delegates.

Postmaster-General Gary delivered the following address of welcome in formally opening the Congress, viz:

GENTLEMEN: I tender you a hearty greeting in the name of the United States of America, and welcome you to the capital of this great and growing nation.

Whatever conduces to the spread of intelligence, the encouragement of the arts of peace, the enlightenment of the people of all countries, the extension of commerce and the consequent cementing of fraternal ties between the nations, meets with the commendation of the people in whose behalf I extend this welcome.

You come as the messengers of peace and good will, as the visible embodiment of international comity, as the advocates of international commerce, as the bearers of friendly messages between communities widely separated yet closely united; and I salute you as the representatives of advanced and advancing civilization.

Before you depart for your respective homes we hope to bring you into closer communication with our people, among whom you will find the former citizens and subjects of all the nations of the earth and their descendants. Scarcely a delegate is here to-day who may not receive a cordial and hospitable welcome from natives of his own country, and some of you may find your own countrymen almost as numerous as you left at home.

We desire also that you may bear away with you a more complete knowledge of our domain, which extends across a continent 3,000 miles, embracing almost every variety of climate; of a country of boundless resources, of infinite fertility, of varied manufacturing interests, and containing a prosperous and happy population of over 70,000,000 of people. We want to afford you an object lesson of the marvelous growth of communities, founded mainly during the past century, which support a postal system comprising more than 70,000 offices and 200,000 employees, supplying mails for and dispatching them over 170,000 miles of railroad, 12,000 miles of steamboat service, and by other minor routes of service, aggregating in all 460,000 miles of post routes, and handling a total, in the year 1896, of 5,693,719,615 pieces of mail matter. Thus we place even the small and remote communities in direct communication with one another by means of postal facilities. By carrying back to your homes the knowledge that all these millions of people are anxious to establish the closest social and business relations with each of the countries you represent, you will convey some idea of the value of the maintenance and perfection of the system you have met to promote.

It is quite appropriate that this, the fifth Congress of the International Postal Union, should be held in the United States, and at the capital of our nation, for it was here that the suggestion creating this body originated.

Postmaster-General Blair, on August 4, 1862, in a communication addressed to Mr. Seward, then Secretary of State, proposed an international conference of postal delegates to recommend measures looking to the revision, simplification, and uniformity of its international postal arrangements; and the Department of State submitted the proposition to the Governments of a great number of countries. Favorable responses were received, and at Paris, on the second Monday of the following May, the first international conference assembled, composed of representatives from the United States of America, Austria, Belgium, Costa Rica, Denmark, Spain, France, Great Britain, Italy, the Netherlands, Portugal, Prussia, the Hawaiian Islands, Switzerland, and the Hanseatic cities.

Out of this idea of an international conference grew the larger idea of a permanent Universal Postal Union, and the first Congress of this Union met in the hall of the National Senate of Switzerland in September 1874. The treaty creating this Union went into effect on the 1st of July, 1875.

In congratulating our Government and our people upon being the host of this, probably the most representative body of all the civilized nations of the earth that has ever assembled, I can, therefore, express our profound pride that the idea creating this Union originated with us. The Universal Postal Union is young in years, but phenomenal in success and achievements. It is the outgrowth of separate treaties between different national organizations, each compact differing in some essential respects from all others.

Only twenty-three years ago, in the city of Berne, at the foot of the Alps, the delegates from a little number of countries met and laid, deep and solid, the foundations of this Union. The founders of the institution are fast passing away; only a few remain on this side of the boundaries of time who have personal recollections of its inauguration, and soon there will be left only the scattered and incomplete records of the different Administrations to tell the story of how one of the grandest projects of the century was conceived and born.

We are rapidly approaching the realization of the dream which was outlined in the colossal enterprise, for there is reason to believe that by the time this Congress adjourns the sun will not rise upon a civilized people nor set upon an organized government which is not included in the wise and beneficent jurisdiction of the Universal Postal Union.

Thus you meet under happy auspices. Representatives from countries not in the Union, those from China and Korea, are present and ready to join your brotherhood, participate in your deliberations, and become coworkers with you. Would that the representatives of the several governments which constituted the component parts of the infant Union, the men whose genius shines through every written page of your early history, and whose influence is everywhere visible in the beneficent labors of their successors, could be present to enjoy the almost full fruition of their hopes and aspirations!

Most of them have crossed the dark river and now rest under the shade of the other shore. Since the Congress of Vienna, official notices of the death of some of its honored members have been sent out by the International Bureau at Berne—such conspicuous names as Hofstede, Director-General of Posts and Telegraphs of the Netherlands; of Lund, the late Director-General of the Posts of Denmark; of Sir Arthur Blackwood, Secretary of the General Post-Office at London; of Eugene Borel, the accurate, scholarly, accomplished, and efficient Director of the International Bureau at Berne, and of Dr. Von Stephan, the Director of the Imperial Posts of Germany, a man of wide learning and wisdom and exceptional mental resources, the Bismarck of the post.

Thus briefly alluding to the virtues of your former colaborers and friends, I am tempted to quote from the touching tribute paid by Dr. Von Stephan at the opening meeting of the Vienna Congress to those of his former associates whose death had just been announced:

"Gentlemen," said he, "at the moment we are about to inaugurate our labors, permit me to follow a sacred usage in calling to mind the names of our fellow-laborers and friends who, since the Congress of Lisbon, have by the inscrutable decree of Providence passed beyond the confines of this life." Then, after a brief eulogy of the honored dead, he closed with the suggestion, "on their tombs let us lay the wreath of remembrance and friendship."

So, let us bring to-day to his grave and to the graves of those whom he, too, would have delighted to honor, the fragrance of friendship, the remembrances of their lives crowned by useful deeds. Fortunate it is that in the practical affairs of life no man or group of men is indispensable to the accomplishment of great reforms. Men die, but genius survives. The deeds of brave and successful workers outlive them. Those to whom I have referred have left a precious legacy of difficulties overcome, of obstructions removed from the path of postal progress and reforms, and have surveyed and made straight the highways upon which you are to travel in reaching the goal they set up for your ambition. They have made your work lighter. They conceived, and left you to execute. I doubt not that you will enter upon the task cheered by the prospects that your successes will be the consummation of their designs.

Some important questions will be brought to your attention which are not likely to be decided by unanimous vote; some powerful Governments will propose modifications of the treaty of Vienna relating to the reduction of transit rates. Others will ask to have such rates abolished. The question of reducing the rates of international postage will come before you. To the consideration of these grave propositions I invite your careful attention, confident that your decision thereon, as well as on the other subjects, will be wise and profitable for all the countries concerned.

Again welcoming you to this capital, wishing for each of you a pleasant sojourn among us and a safe return to your homes at the conclusion of a profitable session, I declare the fifth Congress of the Universal Postal Union opened, and ask you to organize by nominating a president to conduct your deliberations.

Upon the conclusion of the Postmaster-General's address—which was responded to by Mr. Delessert, of Switzerland; Mr. Fritsch, of Germany, and Dr. Neubauer, of Austria—General Batcheller was elected President of the Congress; Mr. Ed Höhn, Director of the International Bureau, was elected vice-president, and Messrs. Galle, Wendling, Krains, of the International Bureau, Colonel Chaillé-Long, and Mr. Hatcher were elected secretaries.

The final session was held on the 15th of June, when the "Universal Postal Convention" of Washington and the other Conventions and Arrangements concluded by the Congress were signed by the duly accredited delegates, and the World's Postal Congress of Washington passed into history.

The work of preparing for the Congress commenced on the 20th of October, 1896, when the Postmaster-General requested the Secretary of State to formally invite, through the diplomatic channel, each country of the world to be represented in the Congress, and to furnish as soon as possible the name and address of its delegate. And later the Secretary of the Treasury was asked to arrange that the usual courtesies be extended to the delegates arriving from abroad, so that their baggage should not be subjected to inspection by customs officers.

Then came the question of supplying a meeting place. There was not a suitable building in the city in which the Congress could be conveniently located; but after several months had been consumed in fruitless inquiry the Hall of the Corcoran Gallery of Art, at the corner of Seventeenth street and Pennsylvania avenue, became vacant, and as it was admirably adapted to the use of the Congress and its committees, it was leased for that purpose from the 1st of April to the 15th of July.

Possession was promptly taken, and on the 5th of April Messrs. W. B. Moses & Sons were authorized to cleanse, decorate, and furnish the building in accordance with plans approved by the Postmaster-General. On the 1st of May the hall was ready for occupancy, the contractors having within twenty-six days cleansed the floors, walls, and ceilings; hung the walls with handsome draperies, covered the floors with velvet carpets and antique rugs, furnished the various rooms with desks, tables, chairs, and articles of luxurious furniture, and adorned them with growing plants, to such an extent that the accommodations offered to the Postal Congress of Washington were, at least, equally elegant to the accommodations offered to any previous Postal Congress.

Meanwhile, arrangements were made with Messrs. Gibson & Brothers for the necessary printing, and with Mr. John C. Parker for stationery, and with the Hotel Normandie for a lunch to be served daily during the sessions of the Congress. Meanwhile, also, arrangements were made for a branch post-office, and a telephone station to be operated at the hall of the Congress; and the principal hotels of the city were requested to name the rates at which delegates to the Congress would be accommodated, and these rates were tabulated and transmitted to each delegate as his name and address were furnished to this Department in compliance with the request of the Secretary of State.

The work preliminary to the opening of the Congress involved much correspondence (all in the French language) with the individual delegates in reply to their requests for information of all kinds, but the whole work was done by this Office without assistance, and under the direct supervision of the Postmaster-General, up to about two weeks before the Congress opened.

On the 19th of April, however, the Postmaster-General appointed a "Committee of Arrangements," consisting of the following officials of the Department, viz: First Assistant Postmaster-General Perry S. Heath, Capt. N. M. Brooks, Capt. Jas. E. White, Dr. W. R. Davis, Messrs. W. B. Merchant, and N. A. C. Smith.

Nothing remained to be done so far as preparing for the accommodation of the Congress was concerned, but the committee immediately took up the matter of entertainments, with a view to making the sojourn of the delegates in the United States pleasant and agreeable, and also arranged for the presentation of appropriate souvenirs—as has been the custom at former Postal Congresses.

With the assistance of Second Assistant Postmaster-General Shallenberger, the committee arranged for three excursions: First, to Mount

Vernon, with lunch at Marshall Hall; second, to Fort Monroe by steamer between Baltimore and the fort, and third, a railway excursion which left Washington on the 4th of June and returned on the 12th.

At Mount Vernon a wreath was placed on the tomb of Washington in the name of the Postal Congress by Mr. Walpole, delegate of Great Britain, who paid an eloquent tribute to "The father of his country."

At Fort Monroe the fort was visited, and the delegates were received by the Commandant.

The railway excursion was made on a train of nine perfectly appointed Pullman cars and lasted nine days. Stops were made at Indianapolis, St. Louis, Chicago, Niagara Falls, Buffalo, Rochester, Syracuse, Albany, Boston, Atlantic City, and Philadelphia, at all of which places committees of citizens offered entertainment to the delegates in the way of drives about the city and visits to places of interest.

In addition the delegates were formally received by the Postmaster-General in the Hall of the Congress, and later by the President of the United States, in the Executive Mansion. They were also invited to a special view of the new Corcoran Gallery of Art, and to garden parties by Mrs. Calvin S. Brice, by the British Ambassador, and by Hon. Gardiner G. Hubbard. A special exhibition of very fine stereopticon views of scenery of the United States was also given in honor of the Congress by Mr. John P. Clum at the National Theater.

The souvenirs prepared by the Committee of Arrangements and presented to each member of the Congress, consist of a group picture of the Postmaster-General and the entire Congress; an album containing large photographic views (interior and exterior) of the Postal Congress Hall, including one view of the Congress in session, and scenes in and around Washington; a silver medal (0.99 fine) specially prepared at the Mint in Philadelphia commemorative of the Universal Postal Congress of Washington, and a set of the United States postage stamps and stamped envelopes of the current series.

Before the Congress was called to order in its final session on the 15th of June, the members assembled informally in the room of the First Committee, where Mr. Delessert, doyen d'age of the Congress, presented to General Batcheller and Captain Brooks handsome pieces of silver as testimonials on behalf of the Congress of its respect and esteem; and to Colonel Chaillé-Long and Mr. Hatcher valuable souvenirs attesting their efficient services as secretaries to the Congress, and the valuable assistance rendered by them to individual delegates. The Congress then assembled in full session, the Conventions and Arrangements were signed, addresses complimenting the United States, the President, the Postmaster-General, and the United States delegates for the manner in which the Congress had been provided for and the comfort and entertainment of the delegates assured, were made by Mr. Delessert of Switzerland, Mr. Walpole of Great Britain, Mr. Chavez of Mexico, Mr. Chiaradia of Italy, and Count Santo-Thyrso of Portugal, and the Congress of Washington was declared "closed."

But the work of the secretaries was not yet completed, for the final documents were yet to be received from the printer and sent to the delegates. This occupied several days—so that it was not until 10.30 on the night of Saturday, June 19, that I saw the last package of documents deposited in the post-office, and the work of the Congress was finished.

For exactly eight months—from October 20, 1896, to June 19, 1897—the matter had caused me constant care and anxiety. For, being charged with the duty of making suitable preparations, and knowing the lavish hospitality extended to former Congresses by the countries

which entertained them, I was anxious that the reception and entertainment in the United States should be such as would compare favorably with the courtesies received in other countries.

A person who has not had a similar experience can not understand the strain involved in arranging all the details for the entertainment of a Congress composed of representatives of every nation of the world; and in which his native land is brought into sharp contrast and criticism (even if friendly) with other countries.

We can not hope to have excelled in hospitality the countries which have been honored with the presence of previous Congresses; but I feel sure that we have no cause to blush for the result of our efforts in attempting to equal them. And this knowledge amply repays me for the labor, care, and anxiety involved in my share of the work of preparation.

There is maintained, under the name of the "International Bureau of the Universal Postal Union," a central office, which is conducted under the superintendence of the Swiss Postal Administration, and the expenses of which are borne by all the Administrations of the Union.

This Bureau is charged with the duty of collecting, collating, publishing, and distributing information of every kind which concerns the international postal service; of giving, at the request of the parties concerned, an opinion upon questions in dispute; of making known propositions for modifying the acts of Congress; of giving notice of the changes adopted, and, in general, of undertaking such researches and labors as may be intrusted to it in the interest of the Postal Union.

The latest report of the Director (for the year 1896) shows that the total cost of maintaining the Bureau was (francs 94,589.48) $18,255.77.

Pursuant to the provisions of the Universal Postal Convention, this sum was divided into 624 units, of which this Department paid 25 units, or francs 3,800 = $733.40.

SEA POST-OFFICES.

The international sea post-offices have been in continuous operation upon the fast steamers of the North Germam Lloyd Steamship Company and the Hamburg-American Packet Company, viz:

The steamers *Aller*, *Havel*, *Lahn*, *Saale*, *Spree*, and *Trave*, of the North German Lloyd, and the steamers *Augusta Victoria*, *Columbia*, *Fuerst Bismarck*, and *Normannia*, of the Hamburg-American Packet Company; 91 trips having been made from New York and 91 from Germany.

During the 91 trips from New York 4,536,000 ordinary articles, 62,476 registered articles, and 6,642 bags of printed matter were distributed during 5,786 working hours, an average of 49,846 ordinary aticles, 687 registered articles, and 73 sacks of printed matter per trip of 64 hours; and during the 91 trips from Germany, 11,949,550 ordinary articles, 186,901 registered articles, and 15,954 sacks of printed matter were distributed during 8,266 working hours, an average of 131,314 ordinary articles, 2,054 registered articles, and 175 sacks of printed matter per trip of 91 hours.

Sea post-offices have also been in operation upon the steamers *New York*, *Paris*, *St. Louis*, and *St. Paul* of the International Navigation Company, 55 trips having been made from New York and 53 from Southampton.

During the 55 trips from New York 85,556 ordinary articles and 3

sacks of printed matter were distributed, and during the 53 trips from Southampton 2,238,400 ordinary articles, 34,775 registered articles, and 3,021 sacks of printed matter were distributed.

As heretofore stated, the full benefit of the sea post service can not be secured on the steamers of the International Navigation Company, for the reason that the mails conveyed to this country by those steamers are very light—the full mails being dispatched by the steamers under contract with the British Government; and that of the mails dispatched from this country those for Great Britain are not distributed because the British Office has declined to furnish the assistance necessary to that end.

That the service has been reasonably satisfactory is shown by the fact that very few complaints have been received, and that in the distribution of 14,409,626 letters and post cards only 2,010 errors (0.014 per cent) have been reported. The service could be improved if the accommodations on board the steamers for sea post-office purposes were more commodious than they are at present and than it has been practicable thus far to make them. But when we consider the small space available for office purposes (about 10 feet square) and the fact that stormy weather frequently retards, if it does not entirely interrupt the work of the clerks, there is very little room for complaint that the work of the sea post-offices is not more nearly perfect.

CASUALTIES.

The Pacific Mail steamer *Columbia*, en route to San Francisco with mails from Panama and other ports, was wrecked off Pigeon Point, 40 miles south of San Francisco, on the 15th of July, 1896. The mails were saved.

The steamer *Ville de Ste. Nazaire*, which sailed from New York on the 6th of March, 1897, with mails for West Indian ports, foundered off Cape Hatteras March 7. None of the mails were saved.

PARCELS-POST.

There has been no extension of the Parcels-Post service during the current year.

The weights of the Parcels-Post mails dispatched from the United States during the last two fiscal years were as follows, viz:

	Pounds.
For the year ended June 30, 1897	109,737
For the year ended June 30, 1896	79,802

which shows an increase during the last fiscal year of 29,935 pounds, or more than 37.5 per cent.

Perhaps it may be well again to call attention to the fact that applications from the Postal Administrations of Germany, Great Britain, France, Belgium, Norway, Italy, and New Zealand for the establishment of the Parcels-Post service between those countries and the United States have been on file in this Department for several years and have recently been renewed.

CONTRACT OCEAN-MAIL SERVICE.

The contract service has undergone no change during the year, the service upon the four routes now in operation having been performed to the satisfaction of the Department and of the contractors.

The distance traversed, the amount paid as mileage, and the weights

the mails and the amount which would have been paid for the same rvice at the allowance of the full sea and United States inland postage on the four routes in question are as follows, viz:

ute 36, New York to La Guayre, 36 trips; statute miles traveled, 51,288; mileage paid	$81,288.00
eights of the mails conveyed: Letters and post cards, 6,713 pounds; other rticles, 94,594 pounds; amount of the full sea and inland postage hereon	18,308.32
Excess of cost of contract service on Route 36	62,979.68
utes 69 and 70, New York to Tuxpam, and New York to Havana, 52 trips ach; statute miles traveled, 203,580; mileage paid	203,580.00
eights of the mails conveyed: Letters and post cards, 1,289 pounds; other rticles, 14,112 pounds; amount of full sea and inland postage thereon.	3,191.36
Excess of cost of contract service on Routes 69 and 70	200,388.64
ute 57, New York to Southampton, 52 trips; statute miles traveled, 89,332; mileage paid	757,328.00
eights of the mails conveyed: Letters and post cards, 161,259+ pounds; ther articles, 1,762,706+ pounds; amount of full sea and inland post-ge thereon	399,031.90
Excess of cost of contract service on Route 57	358,296.10
Aggregate excess of cost of contract service	621,664.42

The Ocean Mail Contract service should be credited also with the rriage of the closed mails of foreign origin forwarded during the ar from this country by means of steamers under contract with this epartment.

The weights of said closed mails amounted to 15,660,184 grams (34,513 unds) of letters and post cards, and 150,448,755 grams (331,739 pounds) other articles; for the conveyance of which, steamers not under con-act would have been entitled to compensation at the rate of 5 francs r kilogram of letters and post cards, and 50 centimes per kilogram of her articles, or to a total sum of $29,630.38. Deducting said sum from e "aggregate excess of cost," we find as the net excess of cost of the ntract service $592,034.04.

TRANSATLANTIC MAILS.

The mails for Great Britain and the Continent of Europe are spatched by every fast steamer; and when two fast steamers sail on e same day, or succeeding days, the mails are, as a rule, assigned to e one whose previous speed record gives reason to believe that it will eliver the mails sooner on the other side of the Atlantic. Other things eing equal, preference is given to steamers sailing under the flag of e United States, and especially to those under contract with this epartment at a compensation of $4 for each mile traveled from New ork to Southampton. Steamers flying the flag of the United States, ut not under contract, are allowed for their services all the postage ollected on the mails they carry from this country; that is to say, 5 ents a half ounce, $1.60 a pound (or $3,200 a short ton), for letters and ost cards, and 1 cent for 2 ounces, 8 cents a pound (or $160 a short on), for other articles. In the case of a steamer conveying the mails nder a foreign flag, compensation for the service is allowed at the rate f 44 cents a pound (or $880 a short ton) for letters and post cards, and 4 cents a pound (or $90 a short ton) for other articles, calculated on e actual net weight of the mails conveyed.

CENTRAL AND SOUTH AMERICAN MAILS.

Our communication with the west coast of Central and South America is regular and reliable, at least three times a month, by means of steamers plying between New York and Colon; and to Venezuela we have the same frequency of service by means of the Red D Line, which is performing contract service between New York and La Guayra under the provisions of the act of Congress approved March 3, 1891, the contract rate of pay being $1 a mile outward. Contract service at the same rate of pay is also performed once a week by the New York and Cuba Mail Line between New York and Havana, and once a week between New York and certain Mexican Gulf ports via Havana. Besides, there is additional through service with Cuba by means of steamers plying twice a week during the summer and three times a week during the winter between Tampa, Fla., and Havana, Cuba. This service is an extension of the domestic contract between Tampa and Key West, Fla., and does not come under the provisions of the Act of March 3, 1891. With British Honduras (Belize), Guatemala, and the Republic of Honduras we have regular communication by means of steamers flying the flag of the United States, which sail every week from New Orleans. By steamers sailing from the same port we have regular weekly communication with Costa Rica, and frequent, although irregular, communication with Nicaragua and with the Colombian ports of Bocas del Toro, Cartagena, and Santa Marta; and from Mobile, Ala., we have frequent, although irregular, service with Cartagena and Bocas del Toro (Colombia), and with Belize, Honduras, and Guatemala. Communication with the West India Islands has been maintained without material change, and principally by means of the New York and Cuba, New York and Porto Rico, Quebec, Atlas, Clyde, Royal Dutch West India, Spanish Transatlantic, Trinidad, and Bahamas lines of steamers; while by means of the Buckman Fruit Company, the Boston Fruit Company, and the Quaker City Fruit Company we have had more than one dispatch a week to Jamaica from Baltimore, Boston, and Philadelphia. By means of the Lamport and Holt, Sloman's Brazil, Norton, Knott's Prince, and Red Cross lines, mails for Brazil and the River Plate countries have been dispatched six or seven times a month by steamers sailing for those countries direct. Correspondence for Brazil and the River Plate countries is not, however, held for dispatch by these steamers, but is forwarded via England when that course will expedite its delivery at destination.

TRANSPACIFIC MAILS.

By means of the steamers sailing once or twice a month from Tacoma and the steamers sailing regularly three times a month from San Francisco, mails for Japan and China have been dispatched not less than four and sometimes five times a month.

No change has occurred in our means of communication with the Australasian colonies, the service being regular once every four weeks from San Francisco to Sidney, performed by the Oceanic Steamship Company under an arrangement entered into with the colonies of New Zealand and New South Wales many years ago, but which is renewed from year to year. This Department is not a party to the arrangement, but contributes toward the support of the service to the extent of its ability under the statutes in force by allowing to the Oceanic Steam-

ship Company all of the postage collected on mails conveyed by its steamers sailing under the United States flag, which amounted this year to $55,000. Besides, for the last two years Congress has made a special appropriation annually of $80,000 additional for this service; so that for those two years the Oceanic Steamship Company has received $135,000 per annum for its services.

Advantage is also taken of the opportunities offered for the dispatch of correspondence for the colonies by means of the Canadian line of steamers sailing from Vancouver, British Columbia, once a month.

The steamers above referred to call at Honolulu, and the Oceanic Steamship Company dispatches an additional vessel every month to that port. Besides, about one steamer a month en route for Japan and China calls at Honolulu, so that there are not less than three opportunities a month for communication by mail with Hawaii, and generally there are not less than four.

In connection with the transpacific service it is to be noted that an Imperial Postal System was inaugurated in China on the 20th of February, 1897.

OFFICE WORK.

During the year 29,500 communications were received, entered in brief in "Letters received," and acted upon, of which 7,468 were in foreign languages and were translated; 7,871 were referred by "slip" to other officials, and the remainder involved the preparation of 5,723 letters, which were signed, press copied, briefed, and indexed. Besides this, 44,030 printed circulars and documents were mailed to various addresses unaccompanied by letters.

The work has been accomplished by a force of seven clerks (4 male and 3 female) in addition to the chief clerk, and to their energy and industry is due the fact that the business of the office is up to date.

GENERAL OBSERVATIONS.

Attention is again invited to the questions (1) of the extensions of the parcels-post system; (2) the reduction of the registration fee to 5 cents; (3) the equipment of all post-offices with scales of a capacity of eleven pounds, and with 6-foot tape measures, for use in weighing and measuring parcels-post packages.

APPENDICES.

I append hereto English translations of the Conventions and Arrangements negotiated by the Universal Postal Congress of Washington, as follows, viz:

(1) The Universal Postal Convention (governing the exchange of mails generally).

(2) Arrangement for the exchange of articles bearing a declaration of their value.

(3) Arrangement for the exchange of Money Orders.

(4) Convention for the exchange of Parcels.

(5) Arrangement for a collection (C. O. D.) service.

(6) Arrangement for the use of "Books of Identity."

(7) Arrangement for subscription at post-offices to periodical publications.

And also statistical tables, showing the number of post-offices and

employees; number of letter boxes for the use of the public; proportion of post-offices and of articles of mail matter to area and population; length of mail routes and number of miles traveled annually thereon; number of articles received and dispatched in international mails and by parcels-post; postal revenues and expenditures and subsidies paid to steamship companies, relating to various countries of the Postal Union, during the year 1895, which have been collected from the most recent statistical tables published by the International Bureau of the Universal Postal Union.

I am, very respectfully, your obedient servant,

N. M. BROOKS,
Superintendent of Foreign Mails.

The SECOND ASSISTANT POSTMASTER-GENERAL.

APPENDIX.

UNIVERSAL POSTAL UNION.

I.—UNIVERSAL POSTAL CONVENTION.

Universal Postal Convention concluded between Germany and the German Protectorates, the Greater Republic of Central America, the United States of America, the Argentine Republic, Austria-Hungary, Belgium, Bolivia, Bosnia-Herzegovina, Brazil, Bulgaria, Chile, the Empire of China, the Republic of Colombia, the Independent State of Congo, the Kingdom of Korea, the Republic of Costa Rica, Denmark and the Danish Colonies, the Dominican Republic, Egypt, Ecuador, Spain and the Spanish Colonies, France, the French Colonies, Great Britain and various British Colonies, British India, the British Colonies of Australasia, Canada, the British Colonies of South Africa, Greece, Guatemala, the Republic of Haiti, the Republic of Hawaii, Italy, Japan, the Republic of Liberia, Luxemburg, Mexico, Montenegro, Norway, the Orange Free State, Paraguay, the Netherlands and the Netherlands Colonies, Peru, Persia, Portugal and the Portuguese Colonies, Roumania, Russia, Servia, the Kingdom of Siam, the South African Republic, Sweden, Switzerland, the Regency of Tunis, Turkey, Uruguay, and the United States of Venezuela.

The undersigned, plenipotentiaries of the Governments of the countries above enumerated, being assembled in Congress at Washington, by virtue of Article 25 of the Universal Postal Convention concluded at Vienna on the 4th of July, 1891, have, by common consent, and subject to ratification, revised said Convention in conformity with the following stipulations:

ARTICLE FIRST.

The countries between which the present Convention is concluded, as well as those which may join it hereafter, form, under the title of "Universal Postal Union," a single postal territory for the reciprocal exchange of articles of correspondence between their post-offices.

ARTICLE 2.

The stipulations of this Convention extend to letters, to single post cards and post cards with paid reply, printed matter of every kind, commercial papers and samples of merchandise originating in one of the countries of the Union, and intended for another of those countries. They also apply to the exchange by mail of the articles above mentioned between the countries of the Union and the countries foreign to the Union, whenever the services of two of the contracting parties at least are used for that exchange.

ARTICLE 3.

1. The Postal Administrations of neighboring countries, or countries able to correspond directly with each other without using the intermediary of the services of a third Administration, determine, by mutual agreement, the conditions of the conveyance of mails which they exchange across the frontier, or from one frontier to the other.

2. Unless there be a contrary arrangement, the direct maritime conveyance performed between two countries by means of packets or vessels depending upon one of them, shall be considered as a third service, and this conveyance, as well as that

performed between two offices of the same country by the intermediary of maritime or territorial services depending upon another country, is regulated by the stipulations of the following Article.

ARTICLE 4.

1. The right to transit is guaranteed throughout the entire territory of the Union.

2. Consequently, the several Postal Administrations of the Union may send reciprocally, through the intermediary of one or of several of them, as well closed mails as correspondence in open-mail, according to the needs of the traffic and the convenience of the postal service.

3. The correspondence exchanged, whether in open-mail or in closed mails, between two Administrations of the Union, by means of the services of one or several other Administrations of the Union, is subject to the following transit charges, to be paid to each of the countries traversed, or whose services participate in the conveyance, viz:

First. For territorial conveyance, 2 francs per kilogram of letters and post cards, and 25 centimes per kilogram of other articles.

Second. For maritime conveyance—

(*a*) at the territorial transit rates, if the route does not exceed 300 nautical miles. However, the maritime conveyance on a route not exceeding 300 nautical miles is gratuitous if the Administration interested receives already, in right of mails or correspondence conveyed, the remuneration applicable to territorial transit;

(*b*) at 5 francs per kilogram of letters and post cards, and at 50 centimes per kilogram of other articles, for exchanges effected on a route exceeding 300 nautical miles, between countries of Europe, between Europe and the ports of Africa and Asia on the Mediterranean and the Black Sea, or between any of these ports, and between Europe and North America. The same rates are applicable to conveyances secured within the entire jurisdiction of the Union between two ports of one and the same State, as well as between the ports of two States served by the same line of steamers when the maritime conveyance does not exceed 1,500 nautical miles;

(*c*) at 15 francs per kilogram of letters and post cards and at 1 franc per kilogram of other articles for all conveyances not coming under the categories mentioned under "*a*" and "*b*" above. In the case of maritime conveyance effected by two or several Administrations, the charges for the entire conveyance can not exceed 15 francs per kilogram of letters and post cards, and 1 franc per kilogram of other articles. These charges are, if necessary, divided between the Administrations participating in the conveyance pro rata for the distances traversed, without prejudice to other arrangements which may exist between the parties interested.

4. The transit rates specified in the present Article do not apply either to conveyance by means of services depending upon Administrations foreign to the Union, or to conveyance within the Union by means of extraordinary services specially established or maintained by one Administration, either in the interest or at the request of one or several other Administrations. The conditions of the last-mentioned category of conveyance are regulated by mutual agreement between the Administrations interested.

Moreover, wherever the transit, both territorial and maritime, is at present gratuitous or subject to more advantageous conditions, that state of affairs is maintained.

5. It is, however, understood:

1st. that the charges for territorial transit will be reduced, viz:

5 %, during the first two years of the application of the present Convention;

10 %, during the two following years;

15 %, after four years;

2nd. that the countries whose receipts and expenditures for territorial transit together do not exceed the sum of 5,000 francs a year, and whose expenditures exceed their receipts for this transit, are exempt from any payment on this score;

3rd. that the maritime transit rates of 15 francs per kilogram of letters and post-cards provided under "*c*" of section 3 preceding will be reduced, viz:

to 14 francs during the first two years of the application of the present Convention;

to 12 francs during the two following years;

to 10 francs after four years.

6. The expenses of transit are borne by the Administration of the country of origin.

7. The general settlement of these expenses takes place in the conditions to be determined on in the Regulations of execution referred to in Article 20 hereafter.

8. The official correspondence mentioned in Section 2 of Article 11 hereafter, the reply-halves or double post cards returned to the country of origin, articles, reforwarded or missent, undeliverable articles, return receipts, money orders, and all other documents relative to the postal service, are exempt from all transit charges, whether territorial or maritime.

ARTICLE 5.

1. The rates of postage for the conveyance of postal articles throughout the entire xtent of the Union, including their delivery at the residence of the addressees in the ountries of the Union where a delivery service is or shall be organized, are fixed as ollows:

First. For letters, 25 centimes in case of prepayment, and double that amount in he contrary case, for each letter and for every weight of 15 grams or fraction of 15 rams;

Second. For post cards, in case of prepayment, 10 centimes for a single card, or or each of the two halves of a post card with paid reply, and double the amount in he contrary case;

Third. For printed matter of every kind, commercial papers, and samples of merhandise, 5 centimes for each article or packet bearing a particular address, and for very weight of 50 grams or fraction of 50 grams, provided that such article or packet oes not contain any letter or manuscript note having the character of actual and ersonal correspondence, and that it be made up in such a manner as to admit of its eing easily examined.

The charge on commercial papers can not be less than 25 centimes per packet, and he charge on samples can not be less than 10 centimes per packet.

2. In addition to the rates fixed by the preceding paragraph there may be levied:

First. For every article subjected to maritime-transit charges of 15 francs per ilogram of letters or post cards, and 1 franc per kilogram of other articles, and in ll the relations to which these transit charges are applicable, a uniform surtax hich may not exceed 25 centimes per single rate for letters, 5 centimes per post ard, and 5 centimes per 50 grams or fraction of 50 grams for other articles.

Second. For every article conveyed by services depending on Administrations oreign to the Union, or by extraordinary services in the Union giving rise to special xpenses, a surtax in proportion to these expenses.

When the rate of prepayment of a single post card comprises one or the other of he surtaxes authorized by the two preceding sections, this same rate is applicable o each of the halves of a post card with paid reply.

3. In case of insufficient prepayment, articles of correspondence of every kind are iable to a charge equal to double the amount of the deficiency, to be paid by the ddressees, which charge, however, may not exceed that which is levied in the ountry of destination on correspondence not prepaid, of the same nature, weight, nd origin.

4. Articles other than letters and post cards must be prepaid at least in part.

5. Packets of samples of merchandise may not contain any article having a sala-le value; they must not exceed 350 grams in weight, or measure more than 30 centiieters in length, 20 centimeters in breadth, and 10 centimeters in depth, or, if they re in the form of a roll, 30 centimeters in length and 15 centimeters in diameter.

6. Packets of commercial papers and printed matter may not exceed 2 kilograms n weight, or measure more in any direction than 45 centimeters. Packets in the orm of a roll may, however, be admitted to the mails provided they do not exceed 0 centimeters in diameter and 75 centimeters in length.

ARTICLE 6.

1. The articles specified in Article 5 may be registered.

2. Every registered article is liable, at the charge of the sender:

First. To the ordinary prepaid rate of postage upon the article, according to its ature.

Second. To a fixed registration fee of 25 centimes at the maximum, including the sue of a receipt to the sender.

3. The sender of a registered article may obtain an acknowledgment of delivery of aid article by paying at the moment of mailing a fixed fee of 25 centimes at the aximum. The same fee may be applied to requests for information relative to egistered articles made subsequent to mailing if the sender has not yet paid the pecial charge for obtaining a return receipt.

ARTICLE 7.

1. Registered articles may be sent, marked with trade charges to be collected on elivery, in the mails exchanged between countries whose Administrations agree to ssure this service.

Articles marked with trade charges are subject to the formalities and rates appli-able to registered articles.

The maximum of the trade charge is fixed, per article, at 1,000 francs, or the

equivalent of that sum in the money of the country of destination. Every Administration, however, has the liberty to reduce this maximum to 500 francs per article, or to the equivalent of that sum in its monetary system.

2. Unless there be a contrary arrangement between the Administrations of the countries interested, the amount collected from the addressee must be transmitted to the sender by means of a money order, after deducting the fee for ordinary money orders, and a charge of 10 centimes for cashing.

The amount of a money order for an article marked with trade charges which has become undeliverable, remains at the disposal of the Administration of the country of origin of the article marked with trade charges.

3. The loss of a registered article marked with trade charges involves the responsibility of the postal service in the conditions determined by Article 8 hereafter for registered articles not marked with trade charges. After the article has been delivered, the Administration of the country of destination is responsible for the amount of the trade charge and must, in case of complaint, prove that the sum collected has been transmitted to the sender, after deduction of the fee and charge contemplated by Section 2.

ARTICLE 8.

1. In case of the loss of a registered article, and except in case of *force majeure*, the sender, or, at his request, the addressee, is entitled to an indemnity of 50 francs.

2. The countries disposed to undertake the risks which may result from cases of *force majeure* are authorized to levy from the sender, in view of such risks, a surtax not to exceed 25 centimes for each registered article.

3. The obligation to pay the indemnity is incumbent on the Administration to which the dispatching office belongs. There is reserved to that Administration a remedy against the responsible Administration, that is to say, against the Administration within whose territory or in whose service the loss occurred.

In case of loss, under circumstances of *force majeure*, within the territory or in the service of a country undertaking the risks mentioned in the preceding Section, of a registered article originating in another country, the country where the loss has taken place becomes responsible for the article to the dispatching office, if the latter, on its part, undertakes the risks in cases of *force majeure* over against its senders.

4. Until the contrary is proved, the responsibility rests with the Administration which, after having received the article without making any remark, can not prove either its delivery to the addressee or its regular transmission to the next Administration, as the case may be. As regards articles addressed *poste restante*, the responsibility ceases upon delivery to a person who has proved, according to the regulations in force in the country of destination, that his name and description are in conformity with the indications of the address.

5. The payment of the indemnity by the dispatching office should be made as soon as possible, and at the latest within the period of one year dating from the day of the reclamation. The responsible office is bound to refund to the dispatching office without delay the amount of the indemnity paid by the latter.

The office of origin is authorized to indemnify the sender on account of the intermediary office or the office of destination which, after regular application has been made, has allowed a year to elapse without attending to the matter. Moreover, in case an office whose responsibility has been duly established, has at once declined to pay the indemnity, it must take upon itself, in addition to the indemnity, the accessory charges resulting from the unjustified delay in the payment.

6. It is understood that the reclamation is only entertained if made within the period of one year from the time when the registered article was mailed; after this period has passed the claimant has no right to any indemnity.

7. If the loss has occurred during transportation, and it is impossible to ascertain on the territory of which country the loss took place, the Administrations concerned bear the loss in equal proportions.

8. The Administrations cease to be responsible for registered articles, the addressees of which have given a receipt for them and have accepted them.

ARTICLE 9.

1. The sender of an article of correspondence may cause it to be withdrawn from the service, or cause the address to be changed, as long as the article has not been delivered to the addressee.

2. The request to be formulated for this purpose is transmitted by mail or by telegraph, at the expense of the sender, who must pay as follows:

First, for every request by mail the charge applicable to a registered single letter;

Second, for every request by telegraph, the charge for the telegram according to the ordinary tariff.

3. The provisions of this Article are not obligatory in countries the legislation of which does not allow the sender to dispose of an article in course of transportation.

ARTICLE 10.

Those countries of the Union which have not the franc for their monetary unit fix their postage rates at the equivalents, in their respective currencies, of the rates determined by the various Articles of the present Convention. Such countries have the option of rounding off the fractions in conformity with the Table inserted in the Regulations of execution mentioned in Article 20 of the present Convention.

ARTICLE 11.

1. Prepayment of postage on every description of article can be effected only by means of postage stamps valid in the country of origin for the correspondence of private individuals. However, it is not permitted to make use in the international service of postage stamps created for a special and particular purpose, such as postage stamps called commemorative, of a transitory validity.

There are considered as duly prepaid, reply post cards bearing postage stamps of the country which issued these cards, and the newspapers or packages of newspapers not bearing postage stamps, but whose address shows the words "postal subscription," and which are dispatched in virtue of the special arrangement relative to subscriptions for newspapers, mentioned in Article 19 of the present Convention.

2. Official correspondence relative to the postal service, exchanged between the Postal Administrations, between these Administrations and the International Bureau, and between the post-offices of the countries of the Union, is exempt from prepayment by ordinary postage stamps, and is alone admitted free.

3. Correspondence mailed on the high seas in the letter box of a vessel or by being handed to the captains of vessels, may be prepaid by means of the postage stamps and according to the postage rates of the country to which said vessel belongs or on which it is dependent. If the mailing on board takes place during the stay of the vessel at one of the two terminal points of the voyage or at one of the intermediate ports of call, prepayment of postage is not valid unless it is effected by means of the postage stamps and according to the postage rates of the country in whose waters the vessel happens to be.

ARTICLE 12.

1. Each Administration keeps the whole of the sums which it collects in execution of the foregoing Articles 5, 6, 7, 10, and 11, except the payments due for money orders provided by section 2 of Article 7.

2. Consequently there is no necessity on this head for any accounts between the several Administrations of the Union, except as regards the payments mentioned in Section 1 of the present Article.

3. Neither the senders nor the addressees of letters and other postal articles can be called upon to pay, either in the country of origin or in that of destination, any postage or any postal fee other than those contemplated by the Articles above mentioned.

ARTICLE 13.

1. Articles of correspondence of every kind are, at the request of the senders, delivered at the residence of the addressees by a special carrier immediately after their arrival in the countries of the Union which consent to undertake this service in their reciprocal relations.

2. These articles, which are indorsed "express," are subject to a special charge for delivery at the residence. This charge is fixed at 30 centimes, and must be paid in full and in advance by the sender, over and above the ordinary postage. It belongs to the Administration of the country of origin.

3. If the article is destined for a locality where there is no post-office, the Postal Administration of the country of destination may levy an additional charge, to the amount of the rate fixed for delivery by special carrier in its domestic service, a deduction being made of the fixed rate paid by the sender, or of its equivalent in the money of the country which levies this additional charge.

4. "Express" articles upon which the entire charges payable in advance are not fully prepaid are delivered by the ordinary means.

ARTICLE 14.

1. No additional charge is levied for the reforwarding of postal articles within the interior of the Union.

2. Undeliverable articles do not give rise to a restitution of the transit charges due to intermediary Administrations for the previous conveyance of said articles.

3. Unpaid letters and post cards, and insufficiently prepaid articles of every kind,

when returned to the country of origin, owing to their being reforwarded or because they have become undeliverable, are liable, at the expense of the addressees or senders, to the same rates as similar articles addressed directly from the country of the first destination to the country of origin.

ARTICLE 15.

1. Closed mails may be exchanged between the post-offices of any one of the contracting countries and the commanders of naval squadrons or ships of war of the same country stationed abroad, through the intermediary of the territorial or maritime services depending on other countries.

2. Articles of every kind inclosed in these mails must consist exclusively of those addressed to or sent by the officers and crews of the vessels for which the mails are destined or from which they are dispatched; the rates and conditions of dispatch applicable thereto are determined by the Postal Administration of the country to which the vessels belong, in accordance with its domestic regulations.

3. Unless there be a contrary arrangement between the offices interested, the Post-Office which dispatches or receives the mails in question is accountable to the intermediary Offices for the transit expenses calculated in conformity with the provisions of Article 4.

ARTICLE 16.

1. Circulation shall not be given to commercial papers, samples, and printed matter which do not fulfill the conditions required for these categories of articles by Article 5 of the present Convention and by the Regulations for its execution provided in Article 20.

2. If any of these articles be given circulation, they are returned to the office of origin and, if possible, delivered to the sender.

3. It is forbidden:

First, to send by mail:

(*a*) samples and other articles which, from their nature, may prove dangerous to the postal employees, soil or injure the correspondence;

(*b*) explosive, inflammable, or dangerous substances; animals and insects, living or dead, excepting the cases provided for in the Regulations of detail.

Second, to insert in ordinary or registered articles placed in the mails:

(*a*) current coin;

(*b*) articles liable to customs duty;

(*c*) gold or silver bullion, precious stones, jewelry, and other precious articles, but only in case their insertion or transmission is prohibited by the legislation of the countries concerned.

4. Articles coming under the prohibition of section 3 preceding which have been forwarded erroneously, should be returned to the office of origin, except in cases where the Administration of the country of destination is authorized by its legislation or by its domestic regulations to dispose of them otherwise.

However, explosive, inflammable, or dangerous substances are not returned to the office of origin; they are destroyed on the spot through the care of the Administration which ascertains their presence.

5. There is, moreover, reserved to the Government of every country of the Union the right to refuse to convey over its territory, or to deliver, as well articles liable to the reduced rate in regard to which the laws, ordinances, or decrees which regulate the conditions of their publication or circulation in that country have not been complied with, as correspondence of every kind which bears ostensibly inscriptions, designs, etc., forbidden by the legal enactments or regulations in force in the same country.

ARTICLE 17.

1. The Offices of the Union which have relations with countries situated outside the Union must lend their aid to all the other Offices of the Union for the transmission in open-mail, through their intermediary, of articles of correspondence destined for or originating in said countries.

2. As regards the transit charges on articles of every kind, and the responsibility for registered articles, the articles of correspondence in question are treated—

Relative to their conveyance within the jurisdiction of the Union, in accordance with the stipulations of the present Convention;

Relative to their conveyance outside the limits of the Union, in accordance with the conditions notified by the Office of the Union which serves as intermediary.

However, the charges for the entire maritime conveyance, within the Union and outside the Union, must not exceed 20 francs per kilogram of letters and post cards and 1 franc per kilogram of other articles; if necessary, these charges are divided,

ıro rata for the distances, between the offices participating in the maritime ;onveyance.

The transit charges, territorial or maritime, outside the limits of the Union as well is within the jurisdiction of the Union, on the articles of correspondence to which he present Article applies, are ascertained in the same manner as the transit charges elative to articles of correspondence exchanged between countries of the Union.

3. The transit charges on the articles of correspondence destined for countries outide the Union are payable by the office of the country of origin, which fixes the ates of prepayment in its service on said articles; these rates, however, must not ıe lower than the normal Union rates.

4. The transit charges on articles of correspondence originating in countries outide the Union are not payable by the office of the country of destination. That)ffice delivers without charge the articles of correspondence which it has received ;ompletely prepaid; on the unpaid articles of correspondence it levies a charge ıqual to double the rate of prepayment applicable in its own service to similar ırticles destined for the country where said articles originate; and on insufficiently ›repaid articles it levies a charge equal to double the amount of the insufficiency; .he charge, however, must not exceed that which is levied on unpaid articles of cor-'espondence of the same nature, weight, and origin.

5. Articles of correspondence dispatched from one country of the Union to a ;ountry outside the Union, and vice versa, through the intermediary of an Office ıf the Union, may be transmitted, in both directions, in closed mails, if this mode ıf transmission is admitted by a common agreement by the offices of origin and des-;ination of the mails, and by agreement with the intermediary Office.

ARTICLE 18.

The high contracting parties engage to adopt, or to propose to their respective legislatures, the necessary measures for punishing the fraudulent use, for the prepayment of postal articles, of counterfeit postage stamps, or postage stamps which have already been used. They likewise engage to adopt, or to propose to their respective legislatures, the necessary measures for prohibiting and suppressing the fraudulent manufacture, sale, offering for sale, or distribution of embossed and adhesive stamps in use in the postal service, counterfeited or imitated in such a manner as to be mistakable for the embossed and adhesive stamps issued by the Administration of any one of the contracting countries.

ARTICLE 19.

The services concerning letters and boxes with declared value, and those of money orders, postal parcels, collection of bills and drafts, books of identity, subscriptions to newspapers, etc., form the subject of special arrangements between the different countries or groups of countries of the Union.

ARTICLE 20.

1. The Postal Administrations of the various countries composing the Union are ;ompetent to establish by mutual agreement, in Regulations of execution, all the ıeasures of order and detail which are judged necessary.

2. The several Administrations may, moreover, make among themselves the necesary arrangements on the subject of questions which do not concern the Union ;enerally, provided that those arrangements are not contrary to the present Con-'ention.

3. The Administrations interested are, however, permitted to conclude mutual ıgreements for the adoption of lower rates of postage within a radius of 30 :ilometers.

ARTICLE 21.

1. The present Convention involves no alteration in the legislation of any country ıs regards anything which is not provided for by the stipulations contained in this Convention.

2. It does not restrict the right of the contracting parties to maintain and to con-:lude treaties, as well as to maintain and establish more restricted Unions, with the riew to the reduction of the rates or any other improvement of the postal ıelations.

ARTICLE 22.

1. There is maintained, under the name of the "International Bureau of the Universal Postal Union," a central office, which is conducted under the superintend-:nce of the Swiss Postal Administration, and the expenses of which are borne by ıll the Administrations of the Union.

2. This Bureau continues to be charged with the duty of collecting, collating, publishing, and distributing information of every kind which concerns the international postal service; of giving, at the request of the parties concerned, an opinion upon questions in dispute; of making known propositions for modifying the acts of the Congress; of giving notice of the changes adopted, and, in general, of undertaking such researches and labors as may be intrusted to it in the interest of the Postal Union.

ARTICLE 23.

1. In case of disagreement between two or more members of the Union, as to the interpretation of the present Convention, or as to the responsibility of an Administration in case of the loss of a registered article, the question in dispute is decided by arbitration. To that end, each of the Administrations concerned chooses another member of the Union not directly interested in the matter.

2. The decision of the arbitrators is given by an absolute majority of the votes.

3. In case the votes are equally divided the arbitrators choose, in order to settle the difference, another Administration equally disinterested in the disputed question.

4. The provisions of the present Article apply equally to all the Agreements concluded by virtue of Article 19, preceding.

ARTICLE 24.

1. Countries which have not taken part in the present Convention are admitted to adhere thereto upon their demand.

2. Notice is given of this adhesion, through the diplomatic channel, to the Government of the Swiss Confederation, and by that Government to all the countries of the Union.

3. It implies, as a right, accession to all the clauses and admission to all the advantages stipulated by the present Convention.

4. It devolves upon the Government of the Swiss Confederation to determine, by mutual agreement with the Government of the country interested, the share to be contributed by the Administration of this latter country toward the expenses of the International Bureau, and, if necessary, the rates to be levied by that Administration in conformity with Article 10, preceding.

ARTICLE 25.

1. Congresses of plenipotentiaries of the contracting countries, or simple administrative conferences, according to the importance of the questions to be solved, are held when a demand for them is made or approved by two-thirds, at least, of the Governments or Administrations, as the case may be.

2. Nevertheless, a Congress must be held at least once every five years.

3. Each country may be represented either by one or several delegates, or by the delegation of another country. But it is understood that the delegate or delegates of one country can be charged with the representation of two countries only, including the country which they represent.

4. In the deliberations each country has one vote only.

5. Each Congress fixes the place of meeting for the following Congress.

6. For Conferences, the Administrations fix the places of meeting upon the proposal of the International Bureau.

ARTICLE 26.

1. In the interval which elapses between the meetings, any Postal Administration of a country of the Union has the right to address to the other Administrations belonging to it, through the intermediary of the International Bureau, propositions concerning the regimen of the Union.

In order to be brought under deliberation, each proposition must be supported by at least two Administrations, not counting the one from which the proposition emanates. When the International Bureau does not receive at the same time as the proposition, the necessary number of declarations of support no notice is taken of the proposition.

2. Every proposition is subject to the following procedure:

A period of six months is allowed to the Administrations of the Union to examine the propositions, and to transmit to the International Bureau, if necessary, their observations. Amendments are not admitted. The replies are tabulated by the International Bureau and communicated to the Administrations with the invitation to pronounce either for or against the proposition. Those Administrations which have not transmitted their vote within a period of six months, counting from the date of the second circular of the International Bureau notifying them of the observations made, are considered as abstaining from voting.

3. In order to become binding the propositions must obtain as follows:
First. Unanimity of votes, if they involve the addition of new provisions or a modification of the stipulations of the present Article and of Articles 2, 3, 4, 5, 6, 7, 8, 9, 13, 15, 18, 27, 28, and 29.
Second. Two-thirds of the votes, if they involve a modification of stipulations of the Convention other than those of Articles 2, 3, 4, 5, 6, 7, 8, 9, 12, 13, 15, 18, 26, 27, and 29.
Third. Simply an absolute majority, if they affect the interpretation of the stipulations of the Convention, except in the case of dispute contemplated in Article 23 preceding.
4. The binding decisions are sanctioned, in the first two cases, by a diplomatic declaration, which the Government of the Swiss Confederation is charged to prepare and transmit to all the Governments of the contracting countries, and, in the third case, by a simple notification from the International Bureau to all the Administrations of the Union.
5. No modification or resolution adopted is binding until at least two months after notification.

ARTICLE 27.

The following are considered as forming, for the application of Articles 22, 25, and preceding, a single country, or a single Administration, as the case may be:
First, The whole of the German Colonies;
Second, The Empire of British India;
Third, The Dominion of Canada;
Fourth, The whole of the British Colonies of Australasia;
Fifth, The whole of the other British Colonies;
Sixth, The whole of the Danish Colonies;
Seventh, The whole of the Spanish Colonies;
Eighth, The French Colonies and Protectorates of Indo-China;
Ninth, The whole of the other French Colonies;
Tenth, The whole of the Netherlands Colonies;
Eleventh, The whole of the Portuguese Colonies.

ARTICLE 28.

The present Convention shall be put into execution on the 1st of January, 1899, and shall remain in force during an indefinite period; but each contracting party has the right to withdraw from the Union, by means of a notice given one year in advance by its Government to the Government of the Swiss Confederation.

ARTICLE 29.

1. From the date on which the present Convention takes effect, all the stipulations of the Treaties, Conventions, Arrangements, or other Acts previously concluded between the various countries or Administrations, in so far as those stipulations are not in accordance with the terms of the present Convention, are abrogated, without prejudice to the rights reserved by Article 21 preceding.
2. The present Convention shall be ratified as soon as possible. The acts of ratification shall be exchanged in Washington.
3. In faith of which the plenipotentiaries of the above-named countries have signed the present Convention at Washington on the 15th of June, 1897.
(Here follow the signatures.)

II.—FINAL PROTOCOL.

At the moment of proceeding to sign the Conventions concluded by the Universal Postal Congress of Washington, the undersigned plenipotentiaries have agreed as follows:

I.

Official notice is taken of the declaration made by the British delegation, in the name of its Government, to the effect that it has ceded to the British Colonies and Protectorates of South Africa the vote which Article 27 (5) of the Convention attributes to the whole of the other British Colonies.

II.

In modification of the stipulation of Article 6 of the Convention, which fixes the maximum registration fee at 25 centimes, it is agreed that the States outside of Europe are authorized to maintain this maximum at 50 centimes, including a receipt given to the sender.

III.

In modification of the stipulations of Article 8 of the Convention, it is agreed that, as a temporary measure, the Administrations of the countries outside of Europe, whose legislation is at present opposed to the principle of responsibility, retain the option of postponing the application of that principle until they shall have been able to obtain from the legislative power the authority to introduce it. Up to that time, the other Administrations of the Union are not bound to pay an indemnity for the loss, in their respective services, of registered articles addressed to or originating in the said countries.

IV.

The Dominican Republic, which forms part of the Postal Union, not having been represented at the Congress, the protocol remains open for its adhesion to the Conventions which have been concluded at the Congress, or only to one or the other of these Conventions.

The protocol also remains open to the Empire of China, whose delegates at the Congress have declared the intention of that country to enter the Universal Postal Union on a date to be fixed subsequently.

It also remains open to the Orange Free State, whose representative has declared the intention of that country to adhere to the Universal Postal Union.

V.

The protocol remains open to those countries whose representatives have signed this day the principal Convention only or only a certain number of the Conventions concluded by the Congress, for the purpose of allowing them to adhere to the other Conventions signed this day, or to one or the other of them.

VI.

The adhesions contemplated by Article IV preceding must be notified to the Government of the United States of America by the respective Governments, in diplomatic form. The term accorded to them for that notification will expire on the 1st of October, 1898.

VII.

In case one or more of the contracting parties to the Postal Conventions signed this day at Washington, shall not ratify one or the other of those Conventions, that Convention shall be none the less valid for the States which shall have ratified it.

In faith of which, the undersigned plenipotentiaries have drawn up the present final protocol, which shall have the same force and value as if its provisions were inserted in the text itself of the Conventions to which it relates, and they have signed it on a single copy which shall remain in the Archives of the Government of the United States of America, and a copy of which shall be delivered to each party.

Done at Washington the fifteenth of June, one thousand eight hundred and ninety-seven.

(Here follow the signatures.)

III.—REGULATIONS OF DETAIL AND ORDER FOR THE EXECUTION OF THE CONVENTION.

Concluded between Germany and the German Protectorates, the Greater Republic of Central America, the United States of America, the Argentine Republic, Austria-Hungary, Belgium, Bolivia, Bosnia-Herzegovina, Brazil, Bulgaria, Chile, the Empire of China, the Republic of Colombia, the Independent State of Congo, the Kingdom of Korea, the Republic of Costa Rica, Denmark and the Danish Colonies, the Dominican Republic, Egypt, Ecuador, Spain and the Spanish Colonies, France and the French Colonies, Great Britain and various British Colonies, British India, the British Colonies of Australasia, Canada, the British Colonies of South Africa, Greece, Guatemala, the Republic of Haiti, the Republic of Hawaii, Italy, Japan, the Republic of Liberia, Luxemburg, Mexico, Montenegro, Norway, the Orange Free State, Paraguay, the Netherlands and the Netherlands Colonies, Peru, Persia, Portugal and the Portuguese Colonies, Roumania, Russia, Servia, the Kingdom of Siam, the South African Republic, Sweden, Switzerland, the Regency of Tunis, Turkey, Uruguay, and the United States of Venezuela.

The undersigned, in view of Article 20 of the Universal Postal Convention concluded at Washington on the 15th of June, 1897, have, in the name of their respective Administrations, established, by mutual agreement, the following measures to insure the execution of the said Convention.

I.—Direction of Correspondence.

1. Each Administration is bound to forward, by the most rapid routes at its disposal for its own mails, the closed mails and the articles in open-mail which are delivered to it by another Administration.

2. The Administrations which avail themselves of the option to levy supplementary charges, as representing the extraordinary expenses pertaining to certain routes, are at liberty not to forward by those routes, when other means of communication exist, any insufficiently prepaid articles for which the employment of the said routes has not been expressly requested by the senders.

II.—Exchange in Closed Mails.

1. The exchange of articles in closed mails between the Administrations of the Union is regulated by mutual agreement and according to the needs of the service between the Administrations concerned.

2. If an exchange is to be made through the intermediary of one or more countries, the Administrations of those countries must be informed thereof in due time.

3. It is, moreover, obligatory, in this latter case, to make up closed mails, whenever the number of articles is such as to impede the operations of an intermediary Administration, according to the statement of that Administration.

4. In case of alteration in a service of exchange in closed mails established between two Administrations through the intermediary of one or more other countries, the Administration which has caused the alteration gives notice thereof to the Administrations of the countries through whose intermediary the exchange is made.

III.—Extraordinary Services.

The extraordinary services of the Union giving rise to special charges, the fixing of which is reserved, by Article 4 of the Convention, for arrangements between the Administrations interested, are exclusively:

First. Those which are maintained for the accelerated territorial conveyance of the mail called Indian;

Second. That which the Postal Administration of the United States of America maintains upon its territory for the conveyance of closed mails between the Atlantic Ocean and the Pacific Ocean;

Third. That which is established for the conveyance of mails by railroad between Colon and Panama.

IV.—Fixing the Rates of Postage.

1. In execution of Article 10 of the Convention, the Administrations of the countries of the Union which have not the franc for their monetary unit, levy their rates of postage according to the following equivalents:

Countries of the Union.	25 centimes.	10 centimes.	5 centimes.
Germany	20 pfennig	10 pfennig	5 pfennig.
German Protectorates: Territory of Cameroon, New Guinea Company, Territory of Togo, Territory of Southwest Africa, Territory of East Africa, Territory of the Marshall Islands.	do	do	Do.
Argentine Republic	8 centavos	4 centavos	2 centavos.
Austria-Hungary	10 kreuzer	5 kreuzer	3 kreuzer.
Bolivia	5 centavos	2 centavos	1 centavo.
Bosnia-Herzegovina	10 kreuzer	5 kreuzer	2 kreuzer.
Brasil	100 reis	50 reis	25 reis.
Canada	5 cents	2 cents	1 cent.
Chile	5 centavos	2 centavos	1 centavo.
Colombia	do	do	Do.
Korea	25 poon	10 poon	5 poon.
Costa Rica	5 centavos	2 centavos	1 centavo.
Denmark	20 öre	10 öre	5 öre.
Danish Colonies:			
Greenland	do	do	Do.
Danish West Indies	5 cents	2 cents	1 cent.
Dominican Republic	5 centavos	2 centavos	1 centavo.
Egypt	1 piastre	5 millièmes of a livre.	2 millièmes of a livre.
Ecuador	5 centavos	2 centavos	1 centavo.
Spanish Colonies: Cuba, Puerto Rico, Philippine Islands and dependencies, and establishments on the Gulf of Guinea.	5 centavos	2 centavos	1 centavo.

Countries of the Union.	25 centimes.	10 centimes.	5 centimes.
United States of America	5 cents	2 cents	1 cent.
Great Britain	2½ pence	1 penny	½ penny.
British Colonies:			
Antigua, Bahamas, Barbados, Bermudas, Gold Coast, Dominica, Falkland Islands, Gambia, Grenada, Jamaica, Lagos, Malta, Montserrat, Natal, Nevis, St. Christopher, St. Lucia, St. Vincent, Sierra Leone, Tobago, Trinidad, Turks Island, Virgin Islands.	2½ pence	1 penny	½ penny.
British Guiana, British Honduras, Newfoundland.	5 cents	2 cents	1 cent.
Hongkong, British Borneo, and Labuan	10 cents of a dollar.	4 cents of a dollar.	2 cents of a dollar.
Straits Settlements	8 cents of a dollar.	3 cents of a dollar.	1 cent of a dollar.
Mauritius and dependencies	10 cents of a rupee.	4 cents of a rupee.	2½ cents of a rupee.
Cyprus	2 piasters or 80 paras.	1 piaster or 40 paras.	½ piaster or 20 paras.
Ceylon	14 cents of a rupee.	5 cents of a rupee.	2½ cents of a rupee.
Cape of Good Hope	2½ pence	1 penny	½ penny.
Zanzibar and East Africa	2½ annas	1 anna	½ anna.
Ascension and St. Helena	2½ pence	1 penny.	½ penny.
Australasia	2½ pence	1 penny	½ penny.
Guatemala	5 centavos	2 centavos	1 centavo.
Haiti	5 centavos of a piastre.	2 centavos of a piastre.	1 centavo of a piastre.
Hawaii	5 cents	2 cents	1 cent.
British India	2 annas	¾ anna	½ anna.
Japan	5 sen	2 sen	1 sen.
Liberia	5 cents	2 cents	1 cent.
Mexico	5 centavos	2 centavos	1 centavo.
Montenegro	10 soldi	5 soldi	3 soldi.
Norway	20 öre	10 öre	5 öre.
Paraguay	5 centavos of a peso.	2 centavos of a peso.	1 centavo of a peso.
Netherlands and Netherlands Colonies	12½ cents (Dutch).	5 cents (Dutch)	2½ cts. (Dutch).
Peru	5 centavos	2 centavos	1 centavo.
Persia	7 shahis	3 shahis	1 shahi.
Portugal and Portuguese Colonies, except Portuguese India.	50 reis	20 reis	10 reis.
Portuguese India	2 tangas	10 reis	5 reis.
Macao			
Greater Republic of Central America	5 centavos	2 centavos	1 centavo.
Russia	10 kopeks	4 kopeks	2 kopeks.
Siam	7½ atts	3 atts	1½ atts.
South African Republic	2½ pence	1 penny	½ penny.
Sweden	20 öre	10 öre	5 öre.
Turkey	40 paras	20 paras	10 paras.
Uruguay	5 centavos of a piastre.	2 centavos of a piastre.	1 centavo of a piastre.

2. In case of change in the monetary system of any one of the above-mentioned countries or of an important modification in the value of its money, the Administration of that country must come to an understanding with the Swiss Postal Administration in order to modify the above equivalents. It devolves upon the latter Administration to give notice of this modification to all the other offices of the Union through the intermediary of the International Bureau.

3. The monetary fractions resulting either from the complement of the charge applicable to insufficiently prepaid articles, or from the fixing of the rates on articles exchanged with countries foreign to the Union, or from the combination of the Union rates with the surtaxes contemplated by Article 5 of the Convention, may be rounded off by the Administrations which levy the rates; but the sum to be added on this account must, in no case, exceed the value of one-twentieth of a franc (5 centimes).

V.—Exceptions in Matters of Weight.

As an exceptional measure, it is agreed that the States which, in consequence of their domestic regulations, are unable to adopt the decimal metrical system of weight, have the right to substitute for it the ounce avoirdupois (28.3465 grams), by assimilating a half ounce to 15 grams, and 2 ounces to 50 grams, and to raise, if needful, the limit of the single rate of postage on newspapers to 4 ounces, but under the express condition that, in the latter case, the postage on newspapers be not less than 10 centimes, and that an entire rate of postage be charged for each copy of the newspaper, even though several newspapers be included in the same package.

VI.—Postage Stamps.

1. The postage stamps representing the normal Union rates or their equivalent in he money of each country are printed as far as possible in the following colors:
The 25-centimes postage stamps in dark blue;
the 10-centimes postage stamps in red;
the 5-centimes postage stamps in green.
2. The postage stamps must bear on their face the inscription of the value which ıey actually represent for the prepayment of articles of correspondence according) the Table of equivalents inserted in Article IV, preceding.

VII.—Correspondence with Countries Foreign to the Union.

The Offices of the Union which have relations with the countries foreign to the nion, furnish to the other Offices of the Union a list of those countries with the fol-)wing indications:
First, the maritime or territorial transit charges applicable to conveyance outside)e limits of the Union;
Second, the designation of the articles admitted;
Third, whether prepayment is compulsory or optional;
Fourth, the limit, for each category of articles, of the validity of the prepayment)vied (to destination, to the port of debarkation, etc.);
Fifth, the extent of the pecuniary responsibility in the matter of registered rticles;
Sixth, the possibility of admitting return receipts;
Seventh, as far as possible, the rates of prepayment in force in the countries for-ign to the Union in their relations with the countries of the Union.

VIII.—Application of Stamps.

1. Articles originating in countries of the Union are impressed with a stamp indi-ating the place of origin and the date of posting.
2. On arrival, the office of destination impresses its date-stamp on the back of :tters and on the front of post-cards.
3. The impression of the stamps on articles deposited on board vessels in the mov-ble boxes, or in the hands of the commanders, devolves, in the cases contemplated y Section 3 of Article 11 of the Convention, on the postal agent on board, or there be none, on the post-office to which the articles are delivered. In that ase this post-office stamps them with its ordinary date-stamp and adds the word paquebot" (mail steamer) either in writing or by means of an autograph stamp or tamps.
4. Articles originating in countries foreign to the Union are impressed by the Office f the Union which first receives them, with a stamp indicating the place and date f entry into the service of that Office.
5. Unpaid or insufficiently prepaid articles are, in addition, impressed with the tamp T (tax to be paid), the application of which devolves upon the Office of the ountry of origin in the case of articles originating in the Union, and upon the)ffice of the country of entry in the case of articles originating in countries foreign o the Union.
6. Articles to be delivered by special carrier are impressed with a stamp showing n large letters the words "Exprés." The Administrations are, however, author-zed to substitute for this stamp a printed label or a written inscription underscored vith a colored pencil.
7. Every article of correspondence which does not bear the Stamp T is considered as prepaid and treated accordingly, unless there be an obvious error.
8. Postage stamps which have not been canceled owing to an error or omission in the service of origin must be canceled in the usual manner by the Office which notices the irregularity.

IX.—Indication of the Number of Rates.

When an unpaid or insufficiently prepaid letter or other article of correspondence is liable, by reason of its weight, to more than a single rate of postage, the Office of origin or of entry into the Union, as the case may be, indicates in the upper left-hand corner of the address, in ordinary figures, the number of rates of the article.

X.—Insufficient Prepayment.

1. When an article is insufficiently prepaid by means of postage stamps, the dis-patching Office indicates, in black figures placed at the side of the postage stamps, the amount of the deficiency, expressing it in francs and centimes.

2. According to this indication, the exchange office of the country of destination charges the article with double the deficiency as indicated.

3. In case use has been made of postage stamps not valid for prepayment, no account is taken of them. This circumstance is indicated by a cipher (0) placed at the side of the postage stamps.

XI.—Conditions Applicable to Registered Articles.

1. Articles of correspondence addressed under initials and those which bear an address written in pencil are not admitted to registration.

2. No special condition of form or fastening is prescribed for registered articles. Each Office has the right to apply to such articles the regulations established in its domestic service.

3. Registered articles should bear a label in conformity with or analogous to Form A annexed to the present Regulations, indicating the name of the office of origin and the number of order under which the article is entered on the records of that office.

Nevertheless, Administrations whose domestic regulations do not at present authorize the use of labels, are permitted to defer the execution of this measure and to continue the use of stamps for designating registered articles.

It is, however, indispensable to designate each registered article by a number of order. If the domestic regulations of a reforwarding office require the designation of registered articles by a new number of order, that office must cross out the original number, taking care, however, to leave it legible.

4. Unpaid or insufficiently prepaid registered articles are forwarded to the addressees without charge, but the office which receives an article under these conditions must report the case by Bulletin of Verification to the Administration to which the office of origin is subordinate. The Bulletin must state very exactly the origin, date of mailing, and number of the article.

This stipulation does not apply to registered articles which, in consequence of having been reforwarded, become liable to a higher rate of postage. These last-mentioned articles are treated in conformity with the provisions of Section 2 of Article XXV of the present Regulations.

XII.—Indemnity for the Loss of a Registered Article.

When the indemnity due for the loss of a registered article has been paid by one Administration, on behalf of another Administration which is responsible, the latter Administration is obliged to reimburse the amount within a period of three months after having been advised of the payment. This reimbursement is made either by means of a money-order, or a draft, or in specie current in the creditor country. When the reimbursement of the indemnity involves expenses, they are invariably borne by the debtor office.

XIII.—Return-Receipts for Registered Articles.

1. Articles for which the sender requests a return-receipt must be marked very clearly: "Avis de réception," (Return-receipt), or be stamped with the letters, A. R.

2. They are accompanied by a Form conforming or analogous to the Form B appended hereto; this Form is prepared by the office of origin or by any other office to be designated by the dispatching Office, and attached, by means of a string tied crosswise, to the article to which it relates. If it does not reach the office of destination, that office officially prepares a new Return-receipt.

Return-receipts must be formulated in French or bear an interlinear translation in that language.

3. The office of destination, after having duly filled out the Form B, returns it in an envelope and under official registration to the office of origin.

4. When a sender requests a Return-receipt for a registered article subsequent to the mailing of this article, the office of origin reproduces on a Form B, to which there is previously attached a postage stamp representing the charge for a Return-receipt, a very exact description of the registered article (nature of the article, office of origin, date of mailing, number, address). This Form is transmitted from Administration to Administration with the indication of the mail in which the registered article inquired for has been delivered to the exchange service of the corresponding office. The office of destination fills out the Form and returns it to the office of origin in the manner prescribed by Section 3 preceding.

5. If a Return-receipt regularly requested by the sender at the moment of mailing has not reached the office of origin within the time stipulated, the rules laid down in Section 4 preceding are followed for reclaiming the missing Return-receipt. How-

ever, in this last-mentioned case, instead of attaching a postage stamp to the Form B, the office of origin enters at the top of the Form the words "Reclamation for a Return-receipt, etc."

XIV.—Registered Articles Marked with Trade Charges.

1. Registered articles marked with trade charges must bear the impression of a stamp or label showing the word "Remboursement."

2. The amount of the trade charge must be given in the money of the country of destination on the address-side of the article, in Latin characters, all in writing, and in figures, without erasure, or words or figures written above the line. The sender must indicate, below, his name and address, likewise in Latin characters.

3. If the addressee does not pay the amount of the trade charge within a period of 7 days in the relations between the countries of Europe, and a period of 15 days in the relations between the countries of Europe and the countries outside of Europe, and of these last-mentioned countries among themselves, dating from the day following the day of arrival at the office of destination, the article is reforwarded to the office of origin.

4. Unless there be a contrary arrangement, the amount collected after deducting the charge for cashing contemplated by Article 7, Section 2, of the Convention, and the ordinary charge for a money order, is converted into a money order, showing at the head of the front part the word "Remb," and issued for the amount remaining after the deductions indicated above, in conformity with the regulations for the execution of the Arrangement concerning the service of money-orders. Mention should be made, on the coupon of the money-order, of the name and address of the addressee of the article marked with trade charges, as well as of the place and date of mailing of the article.

5. Unless there be a contrary arrangement, articles marked with trade charges may be reforwarded from one of the countries participating in this service to another one of these countries. In case of reforwarding, the article preserves intact the original request for payment of the trade charge, as formulated by the sender himself. The Office of the final destination is the only one which may proceed to convert into its money the amount of the trade charge, according to the rate of conversion applicable to money orders, in case it has not the same monetary system as that in which the trade charge is expressed. It is likewise its duty to convert the trade charge into a money order payable in the country of origin.

XV.—Post Cards.

1. Post cards must be forwarded without cover and bear, at the head of the front, the title "Post Card" in a conspicuous manner, in the French language, or an interlinear translation in that language. This title is followed, as far as possible, by the words "Universal Postal Union," "(side reserved for the address)." The remaining portion of the front is reserved for stamps for prepayment, for indications relating to the postal service (registered, return-receipt, etc.), and for the address of the addressee, which may be in manuscript, or in the shape of a label, not exceeding 2 centimeters by 5, pasted on the card.

When the sender uses for a foreign destination a post card of the domestic service, circulation is given to this post card, provided it bears the title, printed or written, "Post Card," or the equivalent of this title in the language of the country of origin.

Moreover, the sender has the option of indicating his name and address on the front either in writing, or by means of a stamp, autograph stamp, or by any other typographical process.

Engravings or advertisements may be printed on the front. However, they must in no wise interfere with the clear indication of the address or with the application of stamps and the notices of the postal service.

Except stamps for prepayment and the labels mentioned in paragraph 1 and paragraph 4 of the present Article, it is forbidden to join or attach to post cards any articles whatsoever.

2. Post cards may not exceed the following dimensions: Length, 14 centimeters, breadth, 9 centimeters.

3. Post cards with paid reply must bear on the front, as title, on the first half: "Post card with paid reply;" on the second half: "Reply Post Card." Each of the two halves must also comply with the other conditions prescribed for the single post card. They are folded one over the other, and must not be closed in any manner whatsoever.

4. The sender of a post card with paid reply may indicate his name and address on the front of the "reply half," either in writing or by pasting a label on it.

5. The prepayment of the "reply half" by means of the postage stamp of the country which issued the card is valid only when the two parts of the post card with

paid reply are received from the country of origin adhering to each other, and when the "reply" half is forwarded to a destination in that country. In other cases it is treated as an unpaid post card.

6. Single post cards and post cards with paid reply, issued by private establishments, are admitted to international circulation, provided the legislation of the country of origin allows it, and if they fulfill the conditions determined by the present Article for the admission at the reduced rate, in the exchanges from country to country, of the post cards issued by the Postal Administrations, and if they be in conformity with the post cards issued by the Post-Office of origin as regards their size and the consistency of the paper.

7. Post cards not fulfilling, as regards dimensions, external form, etc., the conditions prescribed by the present Article for articles of this category are treated as letters.

However, post cards addressed originally to the interior of the country of origin and reforwarded to another country are admitted at the reduced rate if they fulfill the conditions prescribed for the circulation of post cards in the interior of the country of origin and if they do not exceed the dimensions fixed by Section 2, preceding.

XVI.—Commercial Papers.

1. The following are considered as commercial papers and admitted as such at the reduced postage sanctioned by Article 5 of the Convention: All instruments or documents written or drawn wholly or partly by hand which have not the character of an actual and personal correspondence, such as papers of legal procedure, deeds of all kinds drawn up by public functionaries, waybills or bills of lading, invoices, the various documents of insurance companies, copies of or extracts from acts under private signature, written on stamped or unstamped paper, scores or sheets of manuscript music, manuscripts of works or of newspapers forwarded separately, corrected tasks of scholars, excluding all estimates of the work, etc.

2. Commercial papers are subject, as regards form and conditions, to the stipulations prescribed for printed matter (Article XVIII).

XVII.—Samples.

1. Samples of merchandise are admitted to the advantage of the reduction of postage which is granted to them by Article 5 of the Convention only under the following conditions:

2. They must be placed in bags, boxes, or removable envelopes, in such a manner as to admit of easy inspection.

3. They must not have any salable value, nor bear any manuscript other than the name or the social position of the sender, the address of the addressee, a manufacturer's or a trade-mark, numbers of order, prices, and indications relating to weight and size, as well as to the quantity to be disposed of, or those which are necessary to precisely indicate the origin and nature of the merchandise.

4. Articles of glass, liquids, oils, fatty substances, dry powders whether coloring or not, as well as live bees, are admitted to transmission as samples of merchandise, provided they are put up in the following manner:

First. Articles of glass must be packed solidly (in boxes of metal, wood, leather, or pasteboard), so as to prevent all danger to the correspondence and the employees.

Second. Liquids, oils, and substances easily liquefiable must be inclosed in glass bottles hermetically closed. Each bottle must be placed in a wooden box filled with sawdust, cotton, or spongy matter in sufficient quantity to absorb the liquid in case the bottle should break. Finally, the box itself must be inclosed in a case of metal or wood with a screw-top, or of strong and thick leather.

If perforated wooden blocks are used, measuring at least 2½ millimeters in the thinnest part, sufficiently filled inside with absorbing matter and furnished with a lid, it is not necessary that these blocks should be inclosed in a second case.

Third. Fatty substances which are not easily liquefiable, such as ointments, soap, resins, etc., the conveyance of which causes less inconvenience, must be inclosed in an inner cover (box, linen bag, parchment, etc.), which is placed in a second box of wood, metal, or strong and thick leather.

Fourth. Dry powders, whether coloring or not, must be placed in pasteboard boxes, which are inclosed in a linen bag, or parchment.

Fifth. Live bees must be placed in boxes so constructed as to avoid all danger and to permit the contents to be ascertained.

5. There are likewise admitted, at the rate applicable to samples, articles of natural history, dried or preserved animals and plants, geological specimens, etc., which are not transmitted for a commercial purpose, and which are wrapped in conformity with the general stipulations concerning samples of merchandise.

XVIII.—Printed Matter of Every Kind.

1. The following are considered as printed matter, and admitted as such at the educed postage sanctioned by Article 5 of the Convention, viz: Newspapers and eriodical works, books stitched or bound, pamphlets, sheets of music, visiting ards, address cards, proofs of printing with or without the manuscripts relating ereto, papers with raised points for the use of the blind, engravings, photographs nd albums containing photographs, pictures, drawings, plans, maps, catalogues, rospectuses, announcements, and notices of various kinds, whether printed, engraved, thographed, or autographed, and in general, all impressions or reproductions btained upon paper, parchment, or cardboard by means of printing, engraving, hographing, and autographing, or any other mechanical process easy to recognize, xcept the copying press and the typewriter.

There are assimilated to printed matter, reproductions of a printed copy made with he pen or the typewriter when they are obtained by a mechanical process of polyg-aphy (chromography, etc.); but in order to pass at the reduced postage they ust be mailed at the post-office windows, and in the minimum number of twenty erfectly identical copies.

2. The following are excluded from transmission at the reduced postage, viz: tamps or forms of prepayment, whether canceled or not, as well as all printed rticles constituting the representative sign of a monetary value.

3. Printed articles the text of which has been modified after printing, either by and or by means of a mechanical process, or which bear any marks whatever sus-eptible of constituting a conventional language, can not be forwarded at the reduced ate.

4. As exceptions to the rule laid down by Section 3 preceding, it is permitted:

(*a*) to indicate on the outside of the article the name, business, and residence of the ender;

(*b*) to add, by hand, on printed visiting cards, the address of the sender, his title, s well as wishes, congratulations, thanks, compliments of condolence or other forms f politeness expressed in five words at most or by means of conventional initials p. f., etc.);

(*c*) to indicate or to change on the print itself, by hand or by a mechanical process, he date of dispatch, the signature or business and profession, as well as the residence f the sender;

(*d*) to add to the corrected proof the manuscript, and to make in the proof the hanges and additions relating to the correction, the form, and the printing. In ase of want of space, these additions may be made on separate sheets;

(*e*) to correct, also, errors in printing on articles of printed matter other than proof;

(*f*) to cross out certain parts of printed text, in order to make them illegible;

(*g*) to make prominent, by means of marks or by underscoring, passages of the text o which it is desired to draw attention;

(*h*) to insert or correct, in manuscript or by a mechanical process, figures in price ists, offers for advertisements, stock quotations, trade circulars and prospectuses, s well as the name of the traveler, the date of his visit, and the name of the place hich he intends to visit, in notices concerning the trips of commercial travelers;

(*i*) to indicate, by hand, on notices relating to the sailings of vessels, the dates of hese sailings;

(*k*) to indicate on cards of invitation and notices of meetings the name of the nvited person, the date, the object, and the place of meeting;

(*l*) to add a dedication on books, sheet music, newspapers, photographs, and ngravings, as well as to attach thereto the invoice relating to the article itself;

(*m*) to indicate in manuscript on booksellers' order bulletins or subscription bulle-ins relative to booksellers' work, books, newspapers, engravings, pieces of music, he works desired or offered, and to cross out or underscore the whole or part of the rinted communications;

(*n*) to paint fashion plates, maps, etc.;

(*o*) to add in manuscript or by a mechanical process on passages clipped from ewspapers and periodical publications the title, date, number, and address of the ublication from which the article has been taken.

5. With the exceptions explicitly authorized by the present Article, it is forbidden o make additions in manuscript or by means of a mechanical process which would eprive the printed paper of its general character and give to it the character of ndividual correspondence.

6. Articles of printed matter must be either placed under band, upon rollers, etween boards, in covers open at both sides or at both ends, or in unclosed envel-pes, or simply folded in such a manner as not to conceal the nature of the article, r, lastly, tied with a string easy to unfasten.

7. Address cards and all printed matter presenting the form or consistency of an

unfolded card, may be forwarded without band, envelope, fastening, or fold. The front is reserved for postage stamps for prepayment, for indications relative to the postal service, and for the address of the addressee. The sender has the liberty to indicate there his name, his profession, and his address, by means of a stamp, an autograph stamp, or any other typographical process. Booksellers' bulletins may, in addition, bear the indication, in print, "Booksellers' bulletin," or "Booksellers' order."

8. Cards bearing the title "post card" are not admitted at the rate for printed matter.

XIX.—Articles Grouped Together.

It is permitted to inclose in the same package samples of merchandise, printed matter, and commercial papers, but subject to the following conditions:

First. That each article taken singly does not exceed the limits which are applicable to it as regards weight and size;

Second. That the total weight does not exceed 2 kilograms per package;

Third. That the minimum charge is 25 centimes if the package contains commercial papers, and 10 centimes if it consists of printed matter and samples.

XX.—Letter Bills.

1. The Letter Bills accompanying the mails exchanged between two Administrations of the Union are in conformity with the Form C appended to the present Regulations. They are placed in colored envelopes bearing distinctly the indication "Feuille d'avis" (Letter Bill).

2. If necessary, the number of sacks or detached packages composing the dispatch to which the Letter Bill relates is indicated in the upper right-hand corner.

Unless there be a contrary arrangement in the intercourse by sea which, although periodical and regular, does not allow a daily exchange or an exchange on a fixed day, the dispatching offices must number their Letter Bills in the upper left-hand corner in an annual series for each office of origin and for each office of destination, stating as far as possible, above the number, the name of the steamer or vessel which carries the mail.

3. There must be indicated at the head of the Letter Bill the total number of registered articles, of the packages or sacks containing said articles, of "outside" registered articles, of articles to be delivered by special messenger, distinguishing among the latter the registered articles if there be any.

4. The registered articles are entered individually in Table No. I of the Letter Bill, with the following details: The name of the office of origin, and the number given to the article at that office; or the name of the office of origin, the name of the addressee, and the place of destination.

In the column "Observations" the indication A. R. is added opposite the entry of each registered article calling for a Return-receipt. In the same column the indication "Remb," followed by the indication in figures of the amount of the trade-charge, is added opposite the entry of each registered article marked with a trade-charge.

Return-Receipts in course of return are entered in said Table either individually or collectively, according as they are more or less numerous.

5. When the number of registered articles usually dispatched from one office of exchange to the other requires it, one or several special and separate lists must be used to take the place of Table No. I of the Letter Bill.

The number of registered articles entered on these lists and the number of packages or sacks containing those articles must be entered on the Letter Bill.

6. In Table No. II are entered, with the details which this Table requires, the closed mails contained in the direct mail to which the Letter Bill relates.

7. Under the heading "official registrations" are given the open official letters relating to the service, the various communications or registered letters from the dispatching office relating to the exchange service, as well as the number of empty sacks returned.

8. When it is deemed necessary, for certain relations, to make other Tables or headings in the Letter Bill, the measure may be accomplished by mutual agreement between the Administrations interested.

9. When an office of exchange has no article to forward to a corresponding office, it must nevertheless dispatch a mail in the usual form composed solely of a blank Letter Bill.

10. When closed mails are intrusted by one Administration to another, to be conveyed by means of merchant vessels, the number or weight of letters and other articles is indicated in the Letter Bill and on the address of the mails, when the office whose duty it is to assure the embarkation of said mail requests it.

XXI.—Transmission of Registered Articles.

1. Registered articles, Return-Receipts, express articles, and, if there be one, the special list mentioned in Section 5 of Article XX are placed together in one or several distinct packages or sacks which must be suitably inclosed and sealed so as to preserve their contents. The registered articles are placed in each package in their order of entry. When several detached lists are used, each one is inserted in the package containing the registered articles to which it relates.

2. To the outside of this package is attached, by a string tied crosswise, the special envelope containing the Letter Bill. The package is then placed in the center of the mail.

3. The presence in the mail of a package of registered articles, the description of which is given on the special list mentioned in Section 1 above, must be announced by placing at the head of the Letter Bill, either a special entry or the registration label or stamp in use in the country of origin.

4. It is understood that the mode of wrapping up and forwarding registered articles prescribed by Sections 1 and 2 above, applies only to ordinary relations. For important relations it appertains to the Administrations interested to prescribe, by mutual agreement, special arrangements, subject, in the one case as in the other, to exceptional measures to be taken by the chiefs of the exchange offices, when they have to insure the transmission of registered articles which, from their nature, form, or bulk, could not be inserted in the mail.

In such case, however, the dispatching exchange offices indicate at the head of the Letter Bill the number of registered articles contained in the mail outside the special package or sack, among the ordinary correspondence, and enter on the lists, in the column "Observations," the words "en dehors" ("outside") opposite the entry of each of those articles.

These articles are placed together, as far as possible, in packages tied with a string, having labels attached bearing, in plain characters, the words "Recommandés en dehors" (registered outside) preceded by figures indicating the number of articles contained in each package.

XXII.—Making Up the Mails.

1. As a general rule, the articles of which the mails consist must be classified and put up in bundles according to the nature of correspondence, separating the prepaid articles from those unpaid or insufficiently prepaid.

Letters showing traces of having been opened or damaged must be furnished with an indication of the fact, and be stamped with the date stamp of the office which has ascertained this fact.

2. Every mail, after having been tied with a string, is inclosed in strong paper of sufficient quantity to prevent any injury to the contents, then tied again with a string on the outside and sealed with wax or by means of a gummed paper label bearing an impression of the seal of the office. The mail is furnished with a printed address bearing, in small characters, the name of the dispatching office, and, in larger characters, the name of the office of destination: "From.....for....."

3. If the size of the mail requires it, it is placed in a sack properly closed, sealed with wax or with lead, and labeled.

4. The packages or sacks containing articles to be delivered by special messenger must bear on the outside an indication directing the attention of the postal employees to these articles.

5. If paper labels are used, they must be pasted on blocks.

6. No sack may exceed 40 kilograms in weight.

7. The sacks must be returned empty to the dispatching office by the next mail, unless there be another arrangement between the corresponding offices.

XXIII.—Verification of the Mails.

1. The office of exchange which receives a mail ascertains whether the entries on the Letter Bill and on the list of registered articles, if there be one, are correct.

The mails must be delivered in good condition. Nevertheless, the receipt of a mail can not be refused on account of its bad condition. If it is a mail for another office than that which has received it, it must be packed anew, preserving, however, as far as possible, the original packing. The repacking is preceded by a verification of the contents if there is reason to presume that they have not remained intact.

2. When the office of exchange detects errors or omissions, it immediately makes the necessary corrections on the Letter Bills or lists, taking care to strike out the erroneous entries by the stroke of a pen in such a manner as to leave the original entries legible.

3. These corrections are made with the concurrence of two officers. Except in the case of an obvious error, they are accepted in preference to the original statement.

4. A Bulletin of Verification, in conformity with the Form D annexed to the present Regulations, is prepared by the receiving office and sent without delay, under official registration, to the dispatching office. At the same time a duplicate of the Bulletin of Verification is sent by the receiving office to the Administration to which the dispatching office belongs.

In the case contemplated in Section 1 of the present Article, a copy of the Bulletin of Verification is inserted in the repacked mail.

5. The dispatching office, after examination, returns the Bulletin with any observations to which it may give rise.

6. In case of the failure of a mail, of a registered article, of the Letter Bill, or of the special list, the fact is immediately authenticated, in the manner prescribed, by two officers of the receiving exchange office, and reported to the dispatching exchange office by means of a Bulletin of Verification. If the case requires it, the latter office may also be advised thereof by telegram at the expense of the office which sends the telegram. At the same time, a Bulletin of Verification is sent by the office of destination to the Administration to which the dispatching office is subordinate. Upon the receipt of a mail whose absence had been notified to the office of origin, or to an intermediary office, a second Bulletin of Verification announcing the receipt of the mail must be transmitted to the same office.

7. In case of the loss of a closed mail, the intermediary offices become responsible for the registered articles contained in the mail, within the limits of Article 8 of the Convention, provided the nonreceipt of the mail has been reported to them as soon as possible.

8. In case the receiving office has not forwarded, by the first mail after verification, to the dispatching office a Bulletin of verification reporting errors or irregularities of any kind, the absence of that document is to be regarded as evidence of the receipt of the mail and its contents until the contrary is proved.

XXIV.—Mails Exchanged with Naval Vessels.

1. The establishment of an exchange of closed mails between a Post-Office of the Union and naval squadrons or ships of war of the same nationality must be notified, as far as possible in advance, to the intermediary Offices.

2. The address of such mails should be as follows:

From the post-office of.....

For { the (nationality) naval squadron of (designation of the squadron) at..... / the (nationality) vessel (name of vessel) at.....

Or,

From the (nationality) naval squadron of (designation of the squadron) at.....

From the (nationality) vessel (name of vessel) at.....

For the post-office of..... (country.)

3. Mails destined for or sent from naval squadrons or ships of war are forwarded, unless a special route be indicated in the address, by the most rapid routes and under the same conditions as mails exchanged between post-offices.

When the mails destined for a naval squadron or a man-of-war are dispatched outside the mails, the captain of the mail steamer which conveys them holds them at the disposal of the commander of the division or man-of-war of destination, in case that official should request the delivery of these mails whilst the mail steamer is en route.

4. If the vessels are not at the place of destination when the mails addressed to them arrive there, the mails are held at the post-office until claimed by the addressee or reforwarded to another place. The reforwarding may be requested, either by the office of origin or by the commander of the naval squadron or ship addressed, or finally by a Consul of the same nationality.

5. Such of the mails in question as bear the indorsement "In care of the Consul of ....." are delivered to the Consulate of the country of origin. At the request of the Consul they may be received back into the postal service and be reforwarded to the place of origin or to some other destination.

6. Mails addressed to a ship of war are considered as being in transit until delivered to the commander of that ship, even when they were originally addressed in care of a post-office or a Consul charged to serve as agent for intermediary conveyance; they are not therefore considered as having reached their address until they have been delivered to that ship.

XXV.—Reforwarded Articles.

1. In execution of Article 14 of the Convention, and subject to the exceptions specified in Section 2 following, articles of every kind addressed, within the Union, to persons who have changed their residence, are treated by the delivering office as if they had been addressed directly from the place of origin to the place of the new destination.

2. With regard to articles of the domestic service of one country of the Union which enter, in consequence of reforwarding, into the service of another country of the Union, and with regard to articles exchanged between two countries of the Union which have adopted in their reciprocal relations a lower rate than the ordinary Union rate, but which, owing to their being reforwarded, enter the service of a third Union country, the rate for which is the ordinary Union rate; and finally with regard to articles exchanged, in their first transmission, between localities of two contiguous services to which reduced rates apply, but reforwarded to other localities in these Union countries or to another Union country, the following rules are observed:

First. Articles unpaid or insufficiently prepaid for their first transmission are subjected by the delivering office to the charge applicable to articles of the same nature addressed directly from the country of origin to the place of the new destination.

Second. Articles duly prepaid for their first transmission, and upon which the remainder of the postage relating to the further transmission has not been paid previous to reforwarding, are subjected, according to their nature, by the delivering office, to a charge equal to the difference between the amount of postage already paid and that which would have been levied if the articles had been originally dispatched to their new destination. The amount of this difference must be expressed in francs and centimes at the side of the postage stamps by the reforwarding office.

In both cases the charges contemplated above remain to be collected from the addressees, even if, owing to successive reforwardings, the articles should return to the country of origin.

Third. When articles originally addressed from one part to another of a country of the Union, and prepaid in cash, are reforwarded to another country, the reforwarding office must indicate on the article the amount of postage so prepaid in cash.

Fourth. Missent articles of every kind are reforwarded, without delay, by the quickest route to their destination.

Fifth. Articles of every kind, ordinary or registered, which, bearing an incomplete or erroneous address, are returned to the senders in order that they may complete or correct the address, are not considered, when remailed with a completed or corrected address, as reforwarded correspondence, but as newly mailed articles, and become, in consequence, subject to a new charge.

XXVI.—Articles which have Become Undeliverable.

1. Articles of every kind which have become undeliverable, from whatever cause, must be returned as soon as possible after the expiration of the period for keeping them required by the Regulations of the country of destination, and at latest at the expiration of six months in relations with countries beyond the sea, and of two months in other relations, through the intermediary of the respective offices of exchange, and in a special bundle labeled "Rebuts," and bearing an indication of the country of origin of the articles. The periods of two months and six months are counted from the end of the month in which the articles reached the office of destination.

2. Nevertheless, registered articles which become undeliverable are returned to the exchange office of the country of origin as if they were registered articles addressed to that country, except that opposite that descriptive entry in Table No. 1 of the Letter Bill, or in the separate list, the word "Rebuts" is entered in the column "Observations" by the returning office.

3. As an exception, two corresponding Offices may, by mutual agreement, adopt a different mode of returning undeliverable articles, and may also dispense with the reciprocal return of certain printed matter considered to be without value.

4. Before returning to the office of origin the articles which from any reason or any cause have not been delivered, the Office of destination must indicate in a clear and concise manner, in the French language, on the back of the articles, the cause of nondelivery, in the following form: Not known, refused, left, not claimed, deceased, etc. This indication is furnished by the impression of a stamp or by attaching a label. Each Office has the option of adding a translation, in its own language, of the cause of nondelivery, and other indications which it may deem necessary.

5. If articles mailed in one country of the Union and addressed to the interior of this same country have as senders persons living in another country, and must, owing

to nondelivery and having become undeliverable, be returned abroad for return to the senders, they become articles of international exchange. In such cases the reforwarding Office and the Office of delivery apply to said articles the provisions of Sections 2 and 3 of Article XXV, preceding.

6. Articles for sailors and other persons addressed in care of a Consul, and returned by that official to the local post-office as unclaimed, must be treated in the manner prescribed by Section 1 for undeliverable articles in general. The amount of the charges on said correspondence levied from the Consul must at the same time be returned to him by the local post-office.

XXVII.—Applications for Ordinary Articles which have Failed to Reach their Destination.

1. Every application respecting an article of ordinary correspondence which has failed to reach its destination gives rise to the following procedure:

First. A form similar to Form E, hereto annexed, is handed to the applicant, with the request to fill up, as exactly as possible, the portion which concerns him.

Second. The office at which the application originates transmits the Form direct to the corresponding office. It is transmitted officially and without any written communication.

Third. The corresponding office causes the Form to be handed to the addressee or to the sender, as the case may be, with the request that particulars on the subject be furnished.

Fourth. With these particulars added, the Form is sent back officially to the office which prepared it.

Fifth. In case the application proves to be well founded, it is transmitted to the Central Administration, to serve as a basis for further investigations.

Sixth. Unless there be an agreement to the contrary, the Form is drawn up in French or bears a French translation.

2. Any Administration may require, by a notification addressed to the International Bureau, that the applications which concern its service shall be transmitted to its Central Administration, or to an office specially designated by it.

XXVIII.—Applications for Registered Articles.

1. For applications for registered articles, use is made of a Form similar to the Form F, annexed to the present Regulations. The office of the country of origin, after having entered the dates of transmission to the next service of the articles in question, transmits this Form direct to the Office of destination.

2. When the Office of destination is able to furnish the information as regards the definite disposal of the article applied for, it returns this Form, after having entered thereon the necessary information, to the Office of origin.

3. When it can not be immediately ascertained in the service of the country of destination in what manner an article has been disposed of, which has passed in open-mail through several services, the Office of destination transmits the Form to the first intermediary service, which, after having entered the data relative to the transmission of the article to the next service, transmits the application to the next service, and so on, until the final disposal of the article is ascertained. The Office which has delivered the article to the addressee, or which can not show proof either of its delivery or of its regular transmission to another Administration, states the fact on the Form and returns it to the Office of origin.

4. The Forms F are drawn up in French or bear an interlinear translation in that language. They are forwarded without a letter of transmission in a sealed envelope, and subjected to the formality of registration. Every Administration is at liberty to request, by a notification addressed to the International Bureau, that the applications which concern its service be transmitted, either to its Central Administration, or to a post-office specially designated, or finally direct to the post-office of destination, or, if it is the only Administration interested as an intermediary, to the exchange office to which the article has been dispatched.

5. The preceding provisions do not apply to cases of rifling of the mail, the missing of a mail, etc., which call for a more extended correspondence between the Administrations.

XXIX.—Withdrawal of Articles and Correction of Addresses.

1. For requests to have articles returned or reforwarded, as well as for requests to have addresses corrected, the sender must use a form similar to Form G annexed to the present Regulations. In transmitting this request to the post-office, the sender must establish his identity and produce, if necessary, the certificate of mailing.

After identification, the responsibility for which is assumed by the country of origin, the following course is pursued:

First. If the request is to be transmitted by mail, the Form accompanied by a perfect facsimile of the envelope or the address of the article is forwarded direct, under registration, to the post office of destination.

Second. If the request is to be made by telegraph, the Form is handed to the telegraph service, which is charged to transmit its contents to the post-office of destination.

2. Upon receipt of Form G, or of the telegram taking its place, the office of destination institutes an inquiry for the articles indicated and takes such steps as may be necessary.

If, however, the request for change of address has been made by telegraph, the office of destination simply retains the letter and defers compliance with the request until the necessary facsimile arrives.

If the inquiry is without result, if the article has already been delivered to the addressee, or if the request by telegraph is not explicit enough to allow the article indicated to be recognized with absolute certainty, the fact is immediately made known to the office of origin, which communicates it to the claimant.

3. Unless there be an agreement to the contrary, Form G is drawn up in French or bears an interlinear translation in that language, and, in case the telegraph is used, the telegram is written in the French language.

4. A simple correction of address (without change of the name or description of the addressee) may also be requested direct of the office of destination; that is to say, without conforming to the formalities prescribed for a change of address properly so called.

5. Any Administration may require, by means of a notification addressed to the International Bureau, that the exchange of applications, so far as that Administration is concerned, shall be effected through the intermediary of its Central Administration or of an office specially designated.

In cases where the exchange of applications is effected through the intermediary of the Central Administrations, requests sent directly by the office of origin to the office of destination must be taken into account to the extent that the article concerned shall be withheld from delivery until the arrival of the application from the Central Administration.

The Administrations which avail themselves of the liberty given by the first paragraph of the present section take upon themselves the expenses involved by the transmission in their domestic service, by mail or telegraph, of the communications to be exchanged with the office of destination.

Resort to the telegraph is compulsory when the sender himself has made use of it, and when the office of destination can not be advised in due time by mail.

XXX.—Use of Postage Stamps Presumed to be Fraudulent.

1. Subject to the regulations prescribed by the laws of each country, even in the cases where this reservation is not expressly stipulated in the provisions of the present Article, the following mode of procedure is employed for detecting the use of fraudulent postage stamps for the prepayment of postage:

(*a*) When the presence of a fraudulent postage stamp (counterfeit or one already used) on any article whatever is detected at the time the mail is dispatched by the post-office of a country the legislation of which does not require the immediate seizure of the article, the stamp is not altered in any way, and the article, placed in an envelope addressed to the office of destination, is forwarded under official registration.

(*b*) This formality is notified without delay to the Administrations of the countries of origin and destination by means of a notice in conformity with Form H, annexed to the present Regulations. A copy of this notice is also transmitted to the post-office of destination in the envelope which incloses the article bearing the supposed fraudulent postage stamp.

(*c*) The addressee is summoned for the purpose of verifying the offense.

The delivery of the article takes place only in case the addressee or his representative consents to make known the name and address of the sender, and to place at the disposal of the post-office, after having taken cognizance of its contents, the entire article if it is inseparable from the substance of the offense, or the part of the article (envelope, wrapper, portion of the letter, etc.) which contains the address and the postage stamp said to be fraudulent.

(*d*) The result of the investigation is incorporated in a deposition in conformity with Form I annexed to the present Regulations, in which are mentioned the incidents which have happened, such as nonappearance, refusal to receive the article, to open it, or to make known the sender, etc. This document is signed by the postal

official and by the addressee of the article or his representative; if the latter refuses to sign, the refusal is entered instead of and in the place of the signature.

The deposition is transmitted, with the vouchers relating thereto, through the intermediary of the Administration of the country of destination, to the Postal Administration of the country of origin which, with the aid of these documents, proceeds, if necessary, to take notice of the offense, in accordance with its domestic legislation.

XXXI.—Transit Expenses.

1. The statistics taken in the month of May, 1896, for the settlement of the transit expenses will apply until the expiration of the Convention of the 15th of June, 1897, and of the present Regulations, under the limitation of the stipulations provided in Sections 2 and 3 following.

2. In the case of accession to the Union of a country having important relations, the countries of the Union whose situation might, owing to this circumstance, be found to be modified as regards the payment of transit expenses, have the liberty to request special statistics relating exclusively to the newly entered country.

3. When an important modification is made in the movement of the correspondence, and when this modification affects a period of at least six months, the Offices interested come to an agreement to arrange among themselves, if necessary, by new statistics, the division of the transit expenses in proportion to the part taken by said Offices in the conveyance of the correspondence to which these expenses relate.

4. The mere storing at a port of closed mails brought by one vessel and intended for dispatch by another does not give rise to the payment of territorial transit charges to the Post-Office of the place where these mails are stored.

XXXII.—Account of Transit Expenses.

1. In view of the execution of paragraphs 1 and 2 of Section 5 of Article 4 of the Convention, the following mode of procedure is pursued:

(*a*) Every Administration of the Union transmits to the International Bureau, on a Form prepared for the purpose which the Bureau has furnished it, a statement of the amounts to be paid or to be received, on the basis of the statistics of 1896, for each of the Administrations with which it exchanges mails, on account of the territorial transit, to the exclusion of the extraordinary transit expenses contemplated by Section 4 of Article 4 of the Convention, without taking account of the reductions provided by Section 5, paragraph 1, of the same Article 4.

(*b*) In case of differences between the indications furnished by two Administrations the International Bureau invites them to come to an understanding and to communicate to the Bureau the sums as definitely fixed.

(*c*) In cases where one of the Administrations exchanging mails with another has not furnished the indications within the limit of time determined by the International Bureau the indications of the other Administration are admitted.

(*d*) No objection is admitted on the part of the Administrations which have not furnished the indications referred to above within the limit of time determined by the International Bureau.

(*e*) The International Bureau designates, on the basis of the statistics of 1896, the countries which are to be entirely exonerated from the payment of territorial transit charges, until the expiration of the Convention of Washington and of the present Regulations, states the total of the sums which these countries would have to pay, and calculates the proportional deduction from these sums on the total of the gross credit of the other countries concerned in this transit. It calculates in the second place the reduction contemplated by Section 5, paragraph 1, of Article 4 of the Convention, and transmits the final result to all the Administrations, indicating, for each of them, the amount of its debit and credit over against each of the other Administrations interested.

2. The duty of preparing the accounts of maritime transit expenses, on the basis of Articles 4 and 17 of the Convention, making the reductions contemplated by paragraph 3 of Section 5 of the first mentioned of these Articles, devolves upon the creditor Office, which transmits them to the debtor Office. That Office returns them, accepted or with its observations, with as little delay as possible. When the accounts have not been returned within a period of six months, settlement is made according to the accounts prepared by the creditor Office.

XXXIII.—Settlement of Transit Charges.

1. The annual balance resulting from balancing the reciprocal accounts between two Offices is paid by the debtor Office to the creditor Office, in effective francs, and by means of bills of exchange drawn on a place in the creditor country, at the option of the debtor Office. The costs of payment, including the discount charges, if any, are borne by the debtor Office.

2. Payment of accounts of transit expenses relating to a period of service must be effected with the least possible delay, and, at the latest, before the expiration of the first six months of the following period of service. In all cases, if the Office which has transmitted the account has not received during that period a correcting observation, the account is considered as duly accepted. This provision likewise applies to uncontested observations made by one Office relative to the accounts presented by another. When this term of six months has passed the amounts due by one Office to another Office are subject to interest, at the rate of 5 per cent per annum, dating from the day of expiration of said term.

3. The Offices interested are, however, at liberty to make, by mutual agreement, other arrangements than those formulated in the present Article.

XXXIV.—DIVISION OF THE EXPENSES OF THE INTERNATIONAL BUREAU.

1. The ordinary expenses of the International Bureau must not exceed the sum of 25,000 francs annually, not including the special expenses to which the meeting of a Congress or a Conference may give rise.

2. The Swiss Postal Administration superintends the expenses of the International Bureau, makes the necessary advances, and prepares the annual account, which is communicated to all the other Administrations.

3. For the apportionment of the expenses, the countries of the Union are divided into seven classes, each contributing in the proportion of a certain number of units, viz:

	Units.		Units.
First class	25	Fifth class	5
Second class	20	Sixth class	3
Third class	15	Seventh class	1
Fourth class	10		

4. These coefficients are multiplied by the number of countries of each class, and the total of the products thus obtained furnishes the number of units by which the total expense is to be divided. The quotient gives the amount of the unit of expense.

5. The countries of the Union are classified, as follows, in view of the division of the expenses:

First class: Germany, Austria-Hungary, United States of America, France, Great Britain, British India, British Colonies of Australasia, the whole of the other British Colonies and Protectorates except Canada, Italy, Russia, Turkey.

Second class: Spain.

Third class: Belgium, Brazil, Canada, Egypt, Japan, Netherlands, Roumania, Sweden, Spanish Colonies or Provinces beyond the sea, French Colonies and Protectorates of Indo-China, the whole of the other French Colonies, Netherlands Indies.

Fourth class: Denmark, Norway, Portugal, Switzerland, Portuguese Colonies.

Fifth class: Argentine Republic, Bulgaria, Chile, Colombia, Greece, Mexico, Peru, Servia, Tunis.

Sixth class: Greater Republic of Central America, Bolivia, Costa Rico, Dominican Republic, Ecuador, Guatemala, Haiti, Luxemburg, Paraguay, Persia, Kingdom of Siam, South African Republic, Uruguay, Venezuela, German Protectorates, Danish Colonies, Colony of Curaçoa (or Netherlands West Indies) Colony of Surinam (or Netherlands Guiana).

Seventh class: Independent State of Congo, Korea, Hawaii, Liberia, Montenegro.

XXXV.—COMMUNICATIONS TO BE ADDRESSED TO THE INTERNATIONAL BUREAU.

1. The International Bureau serves as the intermediary for regular and general notifications which concern the international relations.

2. The Administrations forming the Union must communicate to each other, specially, through the intermediary of the International Bureau:

First. Information relative to the surtaxes which they levy, by virtue of Article 5 of the Convention, in addition to the Union rate, whether for maritime conveyance or for the expenses of extraordinary conveyance, as well as a list of the countries in relation to which these surtaxes are levied, and, if necessary, the designation of the routes which cause their collection.

Second. Five complete sets of their postage stamps, with the indication, if possible, of the date on which the postage stamps of previous issues will cease to be in circulation.

Third. Notice whether the Administrations intend to use the option allowed to them to apply or not to apply certain general provisions of the Convention and of the present Regulations.

Fourth. The reduced rates which have been adopted, either in virtue of special arrangements concluded by application of Article 21 of the Convention, or in execution of Article 20 of the Convention, and the indication of the relations to which these reduced rates apply.

3. Every modification adopted hereafter in regard to one or other of the four points above mentioned must be notified without delay in the same manner.

4. The International Bureau likewise receives from all the Administrations of the Union two copies of all the documents which they publish, whether relating to the domestic service or to the international service.

XXXVI.—General Statistics.

1. Each Administration transmits, at the end of the month of July of each year, to the International Bureau, a series of statistical data, as complete as possible, relating to the preceding year, in the form of Tables in conformity with or analagous to Forms K and L annexed hereto.

2. The operations of the service which give rise to the keeping of records form the subject of periodical statements, based upon the entries made.

3. As regards all other operations, a count is made, during one week at least for daily exchanges, and during four weeks for exchanges other than daily, leaving it optional with each Administration to make a separate count for each class of articles.

4. There is reserved to each Administration the right to make this count at periods which come nearest to the average of its postal traffic.

5. The International Bureau is charged with the duty of printing and distributing the statistical Forms to be filled out by each Administration. It is likewise obliged to furnish the Administrations which may make the request all the necessary information relative to the rules to be followed in order to insure, as far as possible, uniformity in the statistical operations.

XXXVII.—Duties of the International Bureau.

1. The International Bureau prepares general statistics for each year.

2. It publishes, by the aid of the documents which are put at its disposal, a special journal in the German, English, and French languages.

3. The International Bureau publishes from the information furnished in virtue of the stipulations of Article XXXV preceding, an official digest of all the information of general interest concerning the execution of the Convention and the present Regulations in each country of the Union. Subsequent modifications are published in the semiannual supplements. However, in urgent cases, when an Administration expressly requests the immediate publication of a modification made in its service, the International Bureau publishes it in a special Circular.

4. All the documents published by the International Bureau are distributed to the Administrations of the Union in the proportion of the number of contributive units assigned to each by Article XXXIV preceding.

Similar digests concerning the execution of the special Arrangements of the Union may be published by the International Bureau at the request of the Administrations participating in these Arrangements.

5. Any additional copies and documents which may be applied for by these Administrations are paid for separately, at prime cost.

6. The International Bureau must, besides, hold itself always at the disposal of the members of the Union, for the purpose of furnishing them with any special information they may require upon questions relating to the international postal service.

7. The International Bureau makes known requests for the modification or interpretation of the stipulations which govern the Union. It notifies the results of each application, and no modification or resolution adopted is binding until three months, at least, after its notification.

8. The International Bureau effects the balance and liquidation of accounts of every kind between the Administrations of the Union which declare their wish to use the intermediary of that Bureau on the conditions described by Article XXXVIII hereafter.

9. The International Bureau prepares the business to be submitted to the Congresses or Conferences. It undertakes the necessary copying and printing, the editing and distribution of amendments, journals of proceedings, and other information.

10. The Director of this Bureau attends the sessions of the Congresses or Conferences and takes part in the discussions, but without the power of voting.

11. He publishes an annual Report on the work of the Bureau, which is communicated to all the Administrations of the Union.

12. The official language of the International Bureau is the French language.

13. The International Bureau is charged with the duty of publishing an alphabet-

cal dictionary of all the post-offices of the world, with special indication of such of hese offices as undertake services which have not yet become general. This dictionary is kept up to date by means of supplements, or in any other manner which he International Bureau may deem suitable.

The dictionary mentioned in the present paragraph is furnished at prime cost to he Administrations which may apply for it.

XXXVIII.—Central Office of Settlement and Liquidation of Accounts between the Administrations of the Union.

1. The International Bureau of the Universal Postal Union is charged with the nty of effecting the balance and liquidation of accounts of every kind relating to he international postal service between the Administrations of the countries of the Inion which have the franc for their monetary unit or which have come to an agreeient as regards the rate of conversion of their currency into metallic francs and entimes.

The Administrations which intend to claim the aid of the International Bureau or this service of liquidation arrange accordingly among themselves and with the Bureau.

Notwithstanding its adhesion, each Administration retains the right to prepare, t its option, special accounts for different branches of the service, and to effect the ettlement of them, to suit itself, with its correspondents, without using the intermediary of the International Bureau; simply advising the Bureau, in accordance ith the provision of the preceding paragraph, for which branches of the service nd for which countries it intends to employ its services.

At the request of the Administrations interested, the telegraph accounts may also e reported to the International Bureau, to be included in the settlement of the alances.

The Administrations which shall have used the intermediary of the International Bureau for the balancing and liquidation of accounts may cease to use this intermediary three months after giving notice to the Bureau to that effect.

2. After the special accounts have been examined and accepted by common consent, the debtor Administrations transmit to the creditor Administrations, for each ategory of operations, an acknowledgment, prepared in francs and centimes, for he amount of the balance of the two special accounts, indicating the object of the redit and the period to which it relates.

However, as regards the exchange of money orders, the acknowledgment must be ransmitted by the debtor Office at the time when its own special account is prepared and the account from the corresponding office is received, without waiting ntil the verification of details is proceeded with. Any differences which are subsequently ascertained are taken up in the next account.

Unless there be an understanding to the contrary, the Administration which should lesire for its domestic bookkeeping, to have general accounts, would have to prepare them itself, and would have to submit them, for acceptance, to the Office with hich it exchanges mails.

The Administrations may come to an understanding among themselves to make se in their relations of some other system.

3. Each Administration transmits monthly, to the International Bureau, a Table howing the total credit due to it on individual accounts, as well as the total of the ums which are due to it from each of the contracting Administrations; each credit ppearing in this Table must be substantiated by an acknowledgment from the ebtor office.

This Table should reach the International Bureau on the 19th of each month at ie latest; otherwise its liquidation is liable to be deferred until the following onth.

4. The International Bureau ascertains, by comparing the acknowledgments, if ie Tables are correct. Every correction which is necessary is notified to the Offices terested.

The debit of each Administration to another is stated in a recapitulation; in order ascertain the total amount of indebtedness of each Administration it is only ecessary to add up the different columns of the recapitulation.

5. The International Bureau incorporates the Tables and the recapitulations in a eneral balance sheet, showing:

(*a*) The total of the Debit and of the Credit of each Administration;

(*b*) the balance against or in favor of each Administration, representing the difrence between the total of the Debit and the total of the Credit;

(*c*) the sums to be paid by some of the members of the Union to a single Administration, or vice versa, the sums to be paid by the latter to the former.

The totals of the two categories of balances under *a* and *b* must necessarily be the ame.

It shall be arranged, as far as possible, that each Administration, in order to liquidate its indebtedness, shall have to make only one or two distinct payments.

Nevertheless, an Administration which habitually finds a sum exceeding 50,000 francs due to it from another Administration has the right to claim remittances on account.

These remittances on account are entered, both by the creditor Administration and by the debtor Administration, at the foot of the Tables, to be transmitted to the International Bureau (see Section 3).

6. The acknowledgments (see Section 3) transmitted to the International Bureau with the Tables are classified by Administrations.

They serve as the basis for settling the accounts of each of the Administrations interested. In this settlement should appear:

(*a*) the sums relating to the special accounts regarding the different exchanges;

(*b*) the total of the sums resulting from all the special accounts with respect to each of the Administrations interested;

(*c*) the totals of the sums due to all the creditor Administrations on account of each branch of the service, as well as their general total.

This total should be equal to the total of the debit which appears in the recapitulation..

At the foot of the liquidation account the balance is shown between the total of the Debit and the total of the Credit resulting from the Tables transmitted by the Administrations to the International Bureau (see Section 3). The net amount of the Debit or of the Credit should be equal to the Debit balance or to the Credit balance carried into the general balance sheet. Moreover, the liquidation account determines the manner of settlement, that is to say, it indicates the Administrations to which payment must be made by the debtor Administration.

The liquidation accounts must be transmitted to the Administrations interested by the International Bureau, at the latest on the 22d of each month.

7. The payment of the sums due, in virtue of a liquidation, to another Administration must be effected as soon as possible, and at the latest two weeks after the receipt of the liquidation by the debtor Administration. The Debit or Credit balances exceeding 500 francs may be entered in the account for the following month, on condition, however, that the Administrations interested are in monthly communication with the International Bureau. These entries are stated in the recapitulations and in the liquidation accounts for the creditor and debtor Administrations. The debtor Administration transmits, in that case, to the creditor Administration an acknowledgment of the sum due, to be entered in the next Table.

XXXIX.—Language.

1. The Letter Bills, Tables, Statements, and other Forms used by the Administrations of the Union in their reciprocal relations must, as a general rule, be drawn up in the French language, unless the Administrations interested arrange otherwise by direct agreement.

2. As regards official correspondence, the present state of things is maintained, unless another arrangement should subsequently be agreed upon by common consent between the Administrations interested.

XL.—Jurisdiction of the Union.

The following are considered as belonging to the Universal Postal Union:

First. The German post-offices established at Apia (Samoan Islands) and at Shanghai, Tien Tsin, and Chefoo (China), as subordinate to the Postal Administration of Germany;

Second. The principality of Liechtenstein, as subordinate to the Postal Administration of Austria;

Third. Iceland and the Faroe Islands, as forming part of Denmark;

Fourth. The Spanish possessions on the North Coast of Africa, as forming part of Spain, the Republic of Andorra and the postal establishments of Spain on the West Coast of Morocco, as subordinate to the Postal Administration of Spain;

Fifth. Algeria, as forming part of France; the principality of Monaco, and the French post-offices established in Morocco, Shanghai, and Tien Tsin (China), and at Zanzibar, as subordinate to the Postal Administration of France;

Sixth. The postal agencies which the Postal Administration of Gibraltar maintains at Tangier, Laraiche, Rabat, Casablanca, Saffi, Mazagan, and Mogador (Morocco);

Seventh. The post-offices which the Administration of the British Colony of Hongkong maintains at Hoihow (Kiungchow), Canton, Swatow, Amoy, Foo-Chow, Ningpo, Shanghai, and Hankow (China);

Eighth. The Indian postal establishments of Aden, Muscat, Persian Gulf, and Guadur, as subordinate to the Postal Administration of British India;

Ninth. The Republic of San Marino and the Italian post-offices of Tunis and Tripoli in Barbary, as subordinate to the Postal Administration of Italy;

Tenth. The post-offices which the Japanese Administration has established at Shanghai, Tien Tsin, and Chefoo (China), Fusanpo, Genzanshin, and Jinsen (Korea);

Eleventh. The Grand Duchy of Finland, as forming an integral part of the Empire of Russia;

Twelfth. Basutoland, as subordinate to the Postal Administration of the Colony of the Cape of Good Hope;

Thirteenth. Walfish-Bay, as forming part of the Colony of the Cape of Good Hope.

2. In the interval which elapses between the meetings, the Administrations of the countries of the Union which open, in countries foreign to the Union, post-offices which should be considered as belonging to the Union, communicate the fact to the Administrations of all the other countries of the Union through the intermediary of the International Bureau.

XLI.—Propositions Made in the Interval Between the Meetings.

1. In the interval which elapses between the meetings, the Postal Administration of each country of the Union has the right to address to the other participating Administrations, through the intermediary of the International Bureau, propositions in regard to the stipulations of the present Regulations.

2. Every proposition is subject to the following mode of procedure:

A period of six months is allowed to the Administrations to examine the propositions and transmit to the International Bureau their observations. Amendments are not admitted. The replies are tabulated by the International Bureau and communicated to the Administrations, with an invitation to express their views for or against. The Administrations which have not transmitted their vote within a period of six months, counting from the date of the second circular of the International Bureau notifying them of the observations made, are considered as not voting.

3. To become binding the propositions must obtain—

First. Unanimity of votes if they relate to the addition of new provisions or to the modification of the provisions of the present Article and those of Articles III, IV, VII, XII, XXIX, XXX, XXXI, XXXIII, and XLII.

Second. Two-thirds of the votes, if they relate to the modification of the provisions of Articles I, II, V, VI, X, XI, XIII, XIV, XV, XVI, XVII, XVIII, XIX, XX, XXI, XXIII, XXIV, XXV, XXXII, XXXVI, XXXVIII, XXXIX, and XL.

Third. Simply an absolute majority, if they relate to the modification of provisions other than those above mentioned, or to the interpretation of the various provisions of the Regulations, except in case of arbitration contemplated in Article 23 of the Convention.

4. The resolutions adopted in due form are made binding by a simple notification from the International Bureau to all the Administrations of the Union.

5. No modification or resolution adopted is binding until at least three months after its notification.

XLII.—Duration of the Regulations.

The present regulations shall be put into execution on the day on which the Convention of the 15th of June, 1897, comes into force. They shall have the same duration as that Convention, unless they be renewed by mutual agreement between the parties interested.

Done at Washington, the 15th day of June, 1897.

[Here follow the signatures.]

ANNEXES.

A.

R LAUSANNE.
N° 1460.

B.

Administration of.....

RETURN-RECEIPT.

{for a letter with declared value of.....} entered at the office
{for a registered article (.....) (1).....}

of.....the.....under No. .....(2).

The undersigned declares {that a letter with declared value / that a registered article} to the above-mentioned address, and originating at.....has been duly delivered.....on the.....189...

Stamp of the office of delivery.

Signature (3).

of the addressee: .....

of the chief of the office of delivery: .....

(1) Nature of the article (letter, sample, print, etc.).

(2) Office of origin; date of mailing at this office; No. of entry at said office.

(3) *Note.*—This Return-Receipt must be signed by the addressee; or, if the regulations of the country of destination permit it, by the chief of the office of delivery, then placed in an envelope, and transmitted, under registration, by the first mail to the office of origin of the article to which it relates.

C.

(Front.)

Administration .....

Correspondence with the Office of.....

LETTER BILL.

r of order of ail ..... ched by steamer .....

Mail (.....dispatch) from the exchange office of ..... for the exchange office of .....

Departure of ....., 189.., at .....m.

Arrival of ....., 189 ., at .....m.

Number of sacks or packages composing the mail .....

..... registered articles { entered in the Table below. / entered on ..... separate lists.

..... packages or sacks of registered articles.

..... registered articles outside of the packages.

..... articles to be delivered by special messenger.

..... packages of declared value, weighing { ..... grams. / ..... grams.

of dispatching office:

Stamp of receiving office:

I. List of Registered Articles.

Number of order. 1.	Offices of origin. 2.	Names of addressees. 3.	Places of destination. 4.	Observations. 5.
1				
2				
3				
4				
5				
6				
7				
8				
9				
10				
11				
12				
13				
14				
15				
16				
17				
18				

C.

(Back.)

II. List of Closed Mails.

[Inserted in the present mail.]

Office of origin.	Office of destination.	Number of closed mails.	Observation

Official registrations.

Clerk of dispatching exchange office:

.....

Clerk of receiving exchange office:

.....

D.

administration
.....

Correspondence with the Office of .....

p of dispatching office.)

(Stamp of receiving office.)

BULLETIN OF VERIFICATION

correction and the statement of errors and irregularities of all kinds discovered in the mail from the exchange office of ..... for the exchange office of .....

Dispatch of the ..... 189–, at .... o'clock.

ERRORS OR VARIOUS IRREGULARITIES.

Missing mail; missing registered articles, or letter bill; robbed, torn, or injured mail, etc.)

At ....., the ....., 189–.
of the receiving exchange office.

.....

.....

At .....

Chief of the ..... office.

.....

E.

(Front.)

Administration of Posts of .....

Office of .....

Stamp of dispatching office.

PARTICULARS TO BE FURNISHED IN CASE OF A CLAIM FOR AN ORDINARY (UNREGISTERED) ARTICLE OF CORRESPONDENCE WHICH HAS NOT ARRIVED.

I. BY THE CLAIMANT (SENDER OR ADDRESSEE).

Questions.	Answers.
a. Nature of the article (letter, post card, newspaper or other print, sample or packet of commercial papers). *b.* How was the article addressed? *c.* What is the exact address of the addressee? *d.* Was the article large? *e.* What did it contain? (Give details as exact and complete as possible.) *f.* Exact or approximate date of mailing. *g.* Name and residence of the sender. *h.* In case of successful inquiry, to whom—the sender or the addressee—should the article be returned?	
II. BY THE SENDER.	
i. Was it prepaid, and, if so, what was the value of the postage-stamps affixed? *j.* Date and hour of mailing. *k.* Was it mailed at the office or the box? In the latter case, which box? *l.* Was it mailed by the sender himself, or by some other person? In the latter case, by whom?	
m. Special observations by the office of origin. *n.* Observations by the 1st intermediary office. *o.* Observations by the 2d intermediary office.	

This form must be returned to.....

E.

(Back.)

Administration of Posts of .....

Office of .....

(Stamp of the office of destination.)

III. PARTICULARS TO BE FURNISHED BY THE ADDRESSEE IN CASE OF A CLAIM FOR AN ORDINARY (UNREGISTERED) ARTICLE OF CORRESPONDENCE WHICH HAS NOT ARRIVED.

Questions.	Answers.
p. Did the article come into the hands of the addressee? *q.* Is the correspondence usually taken at the post-office, or delivered at the house? *r.* In the first case, to whom is it intrusted? *s.* In the second, is it delivered directly to the addressee or to a person in his service; or is it deposited in a special box? If so, is the box well fastened and regularly opened? *t.* Has correspondence often been lost? And if so, mention whence the lost correspondence has come. *u.* Special observations by the office of destination.	

This form must be returned to.....

[redacted] 6/18

[redacted]

....

-igin),
rticle),
-simile

,
.....

itution)
address
l to your
ldress of

sts,
.....

F.

[Back.]

To be filled out in the intermediary services.

The article described on the other side was inserted in the mail from the exchange office of ..... of ..... 18.. [..... dispatch], for the exchange office of .....

It was entered under No. .... in Table I of the Letter Bill. / on Way Bill .....

Date stamp:

Signature:

.....

The article described on the other side was inserted in the mail from the exchange office of ..... of ..... 18.. [..... dispatch], for the exchange office of .....

It was entered under No. .... in Table I of the Letter Bill. / on Way Bill .....

Date stamp:

Signature:

.....

The article described on the other side was inserted in the mail from the exchange office of ..... of ..... 18.. [..... dispatch], for the exchange office of .....

It was entered under No. .... in Table I of the Letter Bill. / on Way Bill .....

Date stamp:

Signature:

.....

DEFINITE REPLY

of the office of destination or, if necessary, of the intermediary office which can not prove the regular transmission of the article inquired for, to the next office.

G.

(Front.)

'ostal Administration of .....

REQUEST FOR WITHDRAWAL OR FOR CORRECTION OF ADDRESS. *

REQUEST BY POST.

(To be transmitted under registration, and at the expense of the person making the request.)

I. REQUEST FOR WITHDRAWAL.

Please return to the office of ..... *(of origin)*,
be delivered to the sender, the ..... *(nature of article)*,
ddressed to your office on the ..... 189.... the address of which is like the fac-simile
erewith.

....., the ..... 189..

[*Stamp of office.*]

The ..... of Posts,

.....

II. REQUEST FOR CORRECTION OF ADDRESS.

Please substitute ..... *(give substitution)*
r ..... *(give original version)*, on the address
the ..... *(nature of article)*, addressed to your
ice on the ..... 189.., by the office of ....., the address of
hich is like the fac-simile herewith.

....., the ..... 189..

Stamp of office.

The ..... of Posts,

.....

* Cross out either I or II, as the case may be.

G.

(Back.)

REQUEST BY TELEGRAPH.

(Telegram at the expense of the person making the request.)

I. REQUEST FOR WITHDRAWAL.

Return to origin.....*(such and such an article)* addressed.....
.....*(this day or on the.....)* to M .....*(exact address of address)*.
Stamped fac-simile of signature:.....*(place and description)*.
Seal: .....*(description)*.
Envelope: .....*(form and color of article)*.
Special marks: .....*(notes and signs of every kind)*.
....., the.....189....

[*Stamp of office.*]

(Signature)

.....
Postmaster.

II. REQUEST FOR CORRECTION OF ADDRESS. *

Substitute.....*(give substitution)* for.....
.....*(give original version)* on the address of the.....*(nature of article)*
forwarded .....*(this day or on the.....)* to your office for
M.....*(exact address of address)*.
Stamped fac-simile of signature:.....*(place and description)*.
Seal: .....*(description)*.
Envelope: .....*(form and color of article)*.
Special marks: .....*(notes and signs of every kind)*.
....., the.....189....

[*Stamp of office.*]

(Signature)

.....
Postmaster.

* This request can not be complied with until the fac-simile has been received by mail.

...E EXCHANGE OF LETTERS AND BOXES WITH ...ED BETWEEN GERMANY AND THE GERMAN PRO... ...EPUBLIC OF CENTRAL AMERICA, THE ARGENTINE ...ARY, BELGIUM, BOSNIA-HERZEGOVINA, BRAZIL, BUL... ..., THE DANISH COLONIES, EGYPT, THE DOMINICAN ...CE, THE FRENCH COLONIES, ITALY, LIBERIA, LUXEM... ...NETHERLANDS, PORTUGAL, THE PORTUGUESE COLONIES, ...A, SERVIA, SWEDEN, SWITZERLAND, TUNIS, AND TURKEY.

ARTICLE FIRST.

...y be dispatched from one of the countries mentioned above to another ... countries letters containing papers of declared value, and boxes con... ...ry and precious articles the value of which is declared; and the amount ... may be insured.

...pation in the service of boxes with declared value is limited to the exchanges ... those adhering countries whose Administrations have agreed to establish ...rvice in their reciprocal relations.

... The maximum weight of boxes is fixed at 1 kilogram (2 pounds 3 ounces) per ...e.

... The various Offices have the liberty, in their respective relations, to determine ... maximum declared value, which in no case can be less than 10,000 francs ($1,930) ... article, and it is understood that the various Administrations participating in the ...nveyance are responsible only up to the maximum amount adopted by them.

ARTICLE 2.

1. Letters and boxes with declared value may be marked with trade-charges, on the conditions admitted by Sections 1 and 2 of Article 7 of the Universal Postal Convention. These articles are subjected to the formalities and to the rates applicable to the articles of declared value of the category to which they belong.

2. The loss, damage, or rifling of an article of declared value marked with trade charges, renders the postal service responsible, in the conditions determined by Article 12 of the present Arrangement. After the delivery of the article, the Administration of the country of destination is responsible for the amount of the trade charge, and must be able to prove that the amount collected has been forwarded to the sender, after deducting the fee and charges which are authorized.

ARTICLE 3.

1. The right of transit through the territory of each of the adhering countries is guaranteed, and the Offices which participate in the conveyance take the responsibility within the limits determined by Article 12 of the present Arrangement.

The same applies to the maritime conveyance effected or assured by the Offices of the adhering countries: *Provided, however,* That these Offices are prepared to take the responsibility for values on board the steamers or vessels which they employ.

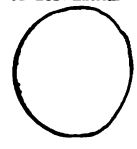
2. Unless there is an arrangement to the contrary between the Offices of origin and of destination, the transmission of declared values exchanged between nonadjacent countries is effected in open-mail, and by the routes used for the transmission of ordinary correspondence.

3. The exchange of letters and boxes containing declared values between two countries which, in their ordinary relations, exchange mails through the intermediary of one or more countries not participating in the present Arrangement, or by means of maritime services which do not take any responsibility, is subject to special arrangements to be agreed upon between the Administrations of the country of origin and destination, such as a roundabout way, dispatch in closed mails, etc.

I.

Administration of Posts of .....

Date stamp of the office of destination.



REPORT OF PROCEEDINGS

taken at ..... in application of Article 18 ..... of the Convention of the Universal Postal Union and Article XXX ..... of the Regulations of detail and order for the execution of said Convention.

USE OF A FRAUDULENT POSTAGE STAMP.

In the year one thousand eight hundred and ..... on the .....

we, the undersigned ..... of Posts at ..... acting in virtue of Article 18 of the Convention of the Universal Postal Union, and of Article XXX of the Regulations of detail and order for the execution of said Convention, and assisting in the verification of .....[1] mailed on the ..... of .....

addressed to M ..... at ..... weighing .....

and prepaid at the rate of ....., have found that this article had attached to it a postage stamp presumed to be fraudulent which constitutes the offense mentioned in Article 18 of the Convention referred to above.

The addressee has declared before us[2] { that he refuses to make known the sender / that the sender is unknown to him / that the sender is M.[3] }

..... In consequence

.....

we have delivered to him .....

.....

we have seized .....

.....

for the purpose of transmitting them to the Administration of Posts of .....

We have prepared the present Report of these Proceedings, in single copy, in order that further proceedings may be instituted in conformity with Article 18 of the Convention and Article XXX of the Regulations mentioned above.

....

Signature of the addressee or of his representative. *Signature of the ..... of Posts.*

---

[1] Nature of the article (letter, sample, print, commercial papers, &c.).

[2] Cross out, as the case may require, one or the other of these indications.

[3] Name and address of the offender (if he resides in a large city, give street and number of house).

The statistical Tables K and L are omitted.

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leclared value.

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part to receive it,
warded to another
country of origin,
peated upon Office
from the sender.

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is left to the Postal

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for a surtax within the
Article 5 of the present

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Administration a

ARTICLE 4.

1. The transit charges contemplated by Article 4 of the Universal Postal Convention are payable by the Office of origin to the Offices which participate in the intermediary conveyance of letters containing declared values in open-mail or in closed mails.

2. A postage charge of 50 centimes per article must be paid by the Office of origin of boxes with declared value to the Administration of the country of destination, and, if necessary, to each of the Administrations participating in the intermediary territorial conveyance. The Office of origin must, in addition, pay, if necessary, a postage charge of 1 franc to each of the Administrations participating in the intermediary maritime conveyance.

3. Independent of these charges and postage charges, the Administration of the country of origin is accountable to the Administration of the country of destination, and, if necessary, to each of the Administrations participating in the territorial transit, with the guaranty of responsibility, for an insurance fee of 5 centimes (1 cent) on each declared 300 francs or fraction of 300 francs.

4. Moreover, if there is maritime conveyance with the same guaranty, the Administration of origin is accountable to each of the Offices participating in this conveyance for a maritime insurance fee of 10 centimes (2 cents) for each declared sum of 300 francs or fraction of 300 francs.

ARTICLE 5.

1. The postage on letters and boxes containing declared values must be paid in advance, and is composed of—

First. For letters, of the postage and fixed fee applicable to a registered letter of the same weight and for the same destination—postage and fee going entirely to the Office of dispatch; for boxes, of a postage of 50 centimes per country participating in the territorial conveyance, and if there is any maritime conveyance, 1 franc per country participating in the maritime conveyance.

Second. For letters and boxes, of an insurance fee calculated, per 300 declared francs or fraction of 300 francs, at the rate of 10 centimes for adjacent countries, or countries connected by a direct maritime service, and at the rate of 25 centimes for other countries, with the addition, if necessary, in both cases of the maritime insurance charge contemplated by the last paragraph of Article 4 preceding. However, as a temporary measure, each of the contracting parties has the right, in view of its monetary and other conditions, to levy an insurance charge other than the one indicated above, provided this charge does not exceed one-half of 1 per cent of the declared sum.

2. The sender of an article containing declared values receives, free of charge, at the moment of mailing, a receipt for the article.

3. It is especially agreed that, except in the case of reforwarding contemplated in Section 2 of Article 10 following, no postage charge, other than that for delivery at the residence, can be levied upon the addressees of letters and boxes containing declared values.

4. Those countries adhering to this Convention which do not have the franc for their monetary unit, fix their rates at the equivalent, in their respective money, of the rates determined by Section 1 preceding. These countries are at liberty to round off the fractions in conformity with the Table inserted in the Regulations for the execution of the Universal Postal Convention.

ARTICLE 6.

Letters of declared value exchanged between the Postal Administrations, or between those Administrations and the International Bureau, are admitted free of postage and insurance fee, on the conditions determined by paragraph 2 of Article 11 of the Universal Postal Convention.

ARTICLE 7.

1. The sender of a registered article containing declared values may demand, on the conditions determined by Section 3 of Article 6 of the Universal Postal Convention concerning registered articles, a notice that the article has been delivered to the addressee, or request information relative to the article subsequent to its mailing.

2. The charge for such a notice goes entirely to the Office of the country of origin.

ARTICLE 8.

1. The sender of an article with declared value may cause it to be withdrawn from the service, or have its address changed, to have it reforwarded either to some other place in the country of the original destination, or to any other of the contracting

ARTICLE 17.

hich elapses between the meetings contemplated by Article 25 Convention, the Postal Administration of any of the con- right to address to the other Administrations, through national Bureau, propositions concerning the service of d value.

h proposition must be supported by at least two one from which it emanates. When the Inter- he same time with the proposition, the necessary proposition is not considered.

proceeding determined by section 2 of Arti-

ions must obtain as follows:

be addition of new provisions or the icles 1, 2, 3, 4, 5, 6, 7, 8, 12, and 18.

y involve a modification of the stipula- than those of Articles 1, 2, 3, 4, 5, 6, 7, 8, 12, 17,

rity, if they affect the interpretation of the stipu- ment, except in the case of arbitration contemplated sal Postal Convention.

ons are sanctioned in the first two cases by a diplomatic dec- third case by an administrative notification according to the Article 26 of the Universal Postal Convention.

ification or resolution adopted is binding until at least three months notification.

ARTICLE 18.

1. The present Arrangement shall be put into execution on the 1st of January, 1899, and shall have the same duration as the Universal Postal Convention, without prejudice to the right reserved to each country to withdraw from this Arrangement upon a notice given one year in advance by its Government to the Government of the Swiss Confederation.

2. From the date on which the present Arrangement takes effect, all the stipulations previously agreed upon between the different contracting countries or between their Administrations, in so far as they are not in accordance with the terms of the present Arrangement, are abrogated without prejudice to the stipulations of Article 13 preceding.

3. The present Arrangement shall be ratified as soon as possible. The acts of ratification shall be exchanged at Washington.

Done at Washington the 15th of June, 1897.

[Here follow the signatures.]

FINAL PROTOCOL.

At the moment of proceeding to sign the Arrangement concerning the exchange of letters and boxes with declared value, the undersigned plenipotentiaries have agreed as follows:

Only article.

In modification of the stipulation of Section 3 of the first Article of the Arrangement, which fixes the maximum limit of a declared value at 10,000 francs, it is agreed that if a country has adopted in its domestic service a lower maximum limit than 10,000 francs, that country has the liberty to fix the maximum limit likewise for its international exchanges of letters and boxes with declared value.

In faith of which, the undersigned plenipotentiaries have drawn up the present final protocol, which shall have the same force and value as if its provisions were inserted in the text itself of the Arrangement to which it relates, and they have signed it on a single copy, which shall remain in the archives of the Government of the United States of America, and a copy of which shall be delivered to each party.

Done at Washington, the 15th of June, 1897.

[Here follow the signatures.]

remedy against the responsible Administration—that is to say, against the Administration on whose territory or in whose service the loss or rifling has taken place.

In case of loss, rifling, or damage, under circumstances of *force majeure*, on the territory or in the service of a country taking the risks mentioned in Section 2 above, of a letter or a box with declared value, the country where the loss, rifling, or damage has taken place is responsible therefor to the dispatching Office if the latter, on its side, takes risks in cases of *force majeure*, as regards articles of declared value.

4. Until the contrary is proved, the responsibility rests with the Administration which, having received the article without making any observation, can not prove either its delivery to the addressee or its regular transmission to the next Administration.

5. The indemnity must be paid by the dispatching Office as soon as possible, and, at the latest, within one year from the date of the application. The responsible Office is bound to refund to the dispatching Office without delay, and by means of a draft or a money order, the amount of the indemnity paid by the latter.

The Office of origin is authorized to indemnify the sender on account of the intermediary Office or the Office of destination, which, after a request has been made in due form, has allowed a year to pass without attending to the matter. Moreover, in case an Office, whose responsibility has been duly proved, has at once declined to pay the indemnity, that Office must bear, in addition to the indemnity, the expenses caused by the unjustified delay in making payment.

6. It is understood that an application for indemnity is admitted only within one year from the mailing of the article containing the declared value; after this period has expired the applicant has no longer any right to claim an indemnity.

7. The Administration on whose account the amount of declared values which have not reached destination is refunded, enters upon all the rights of ownership.

8. If the loss, rifling, or damage has taken place in course of transportation between the exchange offices of two adjacent countries, and it can not be ascertained on which of the two territories the occurrence took place, the two Administrations concerned bear the loss in equal parts.

The same applies in case of an exchange in closed mails, if the loss, rifling, or damage has taken place on the territory or in the service of an intermediary non-responsible Office.

9. The Administrations cease to be responsible for declared values contained in articles which have been receipted for by the addressees, and which have been delivered to the addressees.

ARTICLE 13.

1. There is reserved to each country the right to apply to articles containing declared values, destined for or originating in other countries, its domestic laws and regulations, unless otherwise stipulated by the present Arrangement.

2. The stipulations of the present Arrangement do not restrict the right of the contracting parties to maintain and conclude special arrangements, as well as to maintain and establish more restricted unions, for the purpose of improving the service of letters and boxes with declared value.

3. In the relations between Offices which have come to an agreement in this regard, the senders of boxes with declared value may take upon themselves the nonpostal charges to which the article may be liable in the country of destination, upon a previous declaration to the Office of mailing, and upon the obligation to pay, at the request of the Office of destination, the amounts indicated by the latter.

ARTICLE 14.

The Administration of any of the contracting countries may, under extraordinary circumstances which justify the measure, temporarily suspend the service of declared values, both as regards dispatch and receipt, and in a general or partial manner, on condition that immediate notice thereof be given, if necessary by telegraph, to the Administration or Administrations interested.

ARTICLE 15.

The countries of the Union which have not taken part in the present Arrangement are admitted to adhere thereto upon their demand, and in the form prescribed by Article 24 of the Universal Postal Convention, as regards adhesions to the Universal Postal Union.

ARTICLE 16.

The Postal Administrations of the contracting countries regulate the form and mode of transmission of letters and boxes containing declared values, and fix all the other measures of detail and order necessary to assure the execution of the present Arrangement.

ARTICLE 17.

1. In the interval which elapses between the meetings contemplated by Article 25 of the Universal Postal Convention, the Postal Administration of any of the contracting countries has the right to address to the other Administrations, through the intermediary of the International Bureau, propositions concerning the service of letters and boxes, with declared value.

In order to be considered, each proposition must be supported by at least two Administrations, not counting the one from which it emanates. When the International Bureau does not receive, at the same time with the proposition, the necessary number of declarations of support, the proposition is not considered.

2. Every proposition is subject to the proceeding determined by section 2 of Article 26 of the Universal Postal Convention.

3. In order to become binding, the propositions must obtain as follows:

First. Unanimity of votes, if they involve the addition of new provisions or the modification of the present Article and of Articles 1, 2, 3, 4, 5, 6, 7, 8, 12, and 18.

Second. Two-thirds of the votes, if they involve a modification of the stipulations of the present Arrangement other than those of Articles 1, 2, 3, 4, 5, 6, 7, 8, 12, 17, and 18.

Third. Simply an absolute majority, if they affect the interpretation of the stipulations of the present Arrangement, except in the case of arbitration contemplated by Article 23 of the Universal Postal Convention.

4. The binding decisions are sanctioned in the first two cases by a diplomatic declaration, and in the third case by an administrative notification according to the form indicated in Article 26 of the Universal Postal Convention.

5. No modification or resolution adopted is binding until at least three months after its notification.

ARTICLE 18.

1. The present Arrangement shall be put into execution on the 1st of January, 1899, and shall have the same duration as the Universal Postal Convention, without prejudice to the right reserved to each country to withdraw from this Arrangement upon a notice given one year in advance by its Government to the Government of the Swiss Confederation.

2. From the date on which the present Arrangement takes effect, all the stipulations previously agreed upon between the different contracting countries or between their Administrations, in so far as they are not in accordance with the terms of the present Arrangement, are abrogated without prejudice to the stipulations of Article 13 preceding.

3. The present Arrangement shall be ratified as soon as possible. The acts of ratification shall be exchanged at Washington.

Done at Washington the 15th of June, 1897.

[Here follow the signatures.]

FINAL PROTOCOL.

At the moment of proceeding to sign the Arrangement concerning the exchange of letters and boxes with declared value, the undersigned plenipotentiaries have agreed as follows:

Only article.

In modification of the stipulation of Section 3 of the first Article of the Arrangement, which fixes the maximum limit of a declared value at 10,000 francs, it is agreed that if a country has adopted in its domestic service a lower maximum limit than 10,000 francs, that country has the liberty to fix the maximum limit likewise for its international exchanges of letters and boxes with declared value.

In faith of which, the undersigned plenipotentiaries have drawn up the present final protocol, which shall have the same force and value as if its provisions were inserted in the text itself of the Arrangement to which it relates, and they have signed it on a single copy, which shall remain in the archives of the Government of the United States of America, and a copy of which shall be delivered to each party.

Done at Washington, the 15th of June, 1897.

[Here follow the signatures.]

C.

(Back.)

II. LIST OF CLOSED MAILS.

[Inserted in the present mail.]

Office of origin.	Office of destination.	Number of closed mails.	Observations.

OFFICIAL REGISTRATIONS.

Clerk of dispatching exchange office:

.....

Clerk of receiving exchange office:

.....

D.

ministration ..... *Correspondence with the Office of* .....

f dispatching office.) (Stamp of receiving office.)

BULLETIN OF VERIFICATION

rrection and the statement of errors and irregularities of all kinds discovered in the mail from the exchange office of ..... for the exchange office of .....

Dispatch of the ..... 189–, at .... o'clock.

ERRORS OR VARIOUS IRREGULARITIES.

sing mail; missing registered articles, or letter bill; robbed, torn, or injured mail, etc.)

....., the ....., 189–.
the receiving exchange office.

.....

.....

At ....., the ....., 189–.
Seen and accepted:
Chief of the dispatching exchange office:

.....

3. The presence in, or, as the case may be, the absence of, such packages from a mail liable to contain articles with declared value, is indicated in the respective column on the front of the Letter-Bill, either by giving the number and weight of the packages, or by entering the word "nil."

4. The package or packages with declared value are tied to the package of registered articles, and to the outside of these united packages is tied the envelope containing the Letter Bill.

5. Whenever one of two corresponding Offices requests a separation, the boxes with declared value must be described on distinct Forms C, and must be wrapped separately. In such cases the packages or sacks containing the two categories of articles with declared value are attached to the package or sack of registered articles.

6. The return-receipts for articles with declared value are treated in conformity with the provisions of Articles XIII, XX, and XXI of the Regulations for the execution of the Universal Postal Convention.

7. The provisions of the present Article may be modified by mutual agreement between two corresponding Offices in relations where these provisions would be incompatible with the domestic regulations of either Office.

IX.

1. Upon the receipt of a package with declared values, the exchange post-office of destination begins operations by examining the package, in order to see whether it presents any irregularities, either in its external condition or packing or in the observation of the formalities to which the transmission is subjected by the preceding Article. It likewise verifies the gross weight of the package.

2. The exchange post-office of destination thereupon proceeds to the special verification of the articles containing declared values, and ascertains whether any articles are missing or whether there are any other irregularities, and likewise corrects the bills of dispatch, conforming to the rules laid down for registered articles by Article XXIII of the Regulations for the execution of the Universal Postal Convention.

3. The statement of a missing article, or of an alteration or irregularity of such a nature as to involve the responsibility of the Administrations concerned, is made by means of a report, which, accompanied by the envelopes, twine, and seals of the package, is transmitted to the central Administration of the country to which the exchange post-office of destination is subordinate. A duplicate of this document is at the same time transmitted, under official registration, to the central Administration to which the dispatching exchange post-office is subordinate, independent of the Bulletin of Verification, which must immediately be transmitted to that Office.

4. Without prejudice to the application of the provisions of section 3 of the present Article, the post-office of exchange which receives from a corresponding post-office an article insufficiently wrapped or damaged must give circulation to this article, after having wrapped it up anew, if necessary, preserving as much as possible the original wrapping. In such cases the weight of the article, before and after the new wrapping, must be ascertained.

X.

1. Letters and boxes with declared value, which are reforwarded owing to a wrong direction, are forwarded to their destination by the most rapid route at the disposal of the reforwarding Office.

When the reforwarding necessitates the return of the articles to the dispatching Office the charges entered as due on the bill of dispatch of that Office are annulled, and the reforwarding exchange post-office delivers these articles to the corresponding office, a record being made of the transaction, after having called attention to the error by a Bulletin of Verification.

In the contrary case, and when the charges refunded to the reforwarding Office are insufficient to cover its part of these charges and the expenses of reforwarding which it must bear, it credits itself with the difference by forcing the sum entered to its credit to the desired amount on the bill of dispatch of the dispatching post-office of exchange. The last-mentioned office is notified of the motive of such correction by means of a Bulletin of Verification.

2. Letters and boxes with declared value which are reforwarded, owing to a change of residence of the addressees, to one of the contracting countries, are impressed with the stamp "T" by the reforwarding Office, and become liable to a charge representing the amount due to the delivering Office, or to each one of the intermediary Offices, to be collected from the addressee by the delivering Office.

If there are intermediary Offices, the first one of these which receives a reforwarded article with declared value credits itself with the amount of the sum due to it over

against the Office to which it delivers the article, and the latter in its turn, if it is an intermediary, credits itself over against the next Office with its own portion of the charges, adding the amount for which it has been debited by the preceding Office. The same operation is continued in the relations between the different Offices participating in the transportation until the article reaches the delivering Office.

However, if the charges due for the further conveyance of a reforwarded article are paid at the moment of reforwarding, the article is treated as if it had been addressed direct by the reforwarding country to the country of destination, and is delivered to the addressee without charge.

3. A letter or box with declared value whose addressee has gone to a country not participating in the present Arrangement is immediately returned to the country of origin as undeliverable, for return to the sender, unless the Administration of the country of the first destination is prepared to reforward the article to the addressee.

4. Articles with declared value, which have become undeliverable for any reason whatever, must be reciprocally returned, through the intermediary of the respective exchange post-offices, as soon as possible, and at the latest, within the period fixed by the Regulations for the execution of the Universal Postal Convention. A record is made of such articles by having them entered on Form C as "undeliverable articles" in the column of "Observations," and they are comprised in the package entitled "Declared values."

5. If undeliverable boxes with declared value, or boxes reforwarded to another country owing to a change of residence of the addressee, are liable to additional charges for verification, which can not be paid when the reforwarding takes place, the amount of these charges is placed to the debit of the corresponding Office in column 9 of the bill of dispatch, and the nature of the charges to be recovered from the addressee or from the sender (stamp duty, charge for testing, etc.) is briefly indicated in column 10.

XI.

Until the contrary is proved, the Administration which has transmitted a letter or a box containing declared values to another Administration is freed from all responsibility regarding these values, unless the post-office of exchange to which the letter or box has been delivered has transmitted, by the next mail, to the dispatching Administration, a statement reporting the absence or alteration either of the entire package of declared values or of the letter or box itself.

XII.

As regards inquiries for letters and boxes with declared value which have not reached destination, the Administrations conform to the provisions of Article XXVIII of the Regulations for the execution of the Universal Postal Convention concerning inquiries for registered articles.

XIII.

The charges due to each participating Office (in conformity with section 1 of Article 4 of the Arrangement) for territorial or maritime transit of letters with declared value are calculated in the manner determined by Articles XXXI and XXXII of the Regulations for the execution of the Universal Postal Convention.

XIV.

1. Each Administration causes to be prepared, monthly, by each of its exchange post-offices, and for all the articles received from the exchange post offices of one and the same Office, a statement conforming to Form D annexed to the present regulations, showing the sums entered on each bill of dispatch, either to its credit, for its own part and for that of each of the Administrations interested in the charges for conveyance (boxes only) and in the insurance fees charged by the dispatching Office, or to its debit, for the part due to the intermediary Offices, in case of reforwarding or undeliverableness, and for the postal charges and expenses of verification, to be recovered from the addressees or from the senders.

2. The Statements D are then recapitulated by the same Administration in an account conforming to Form E, likewise annexed to the present Regulations.

3. This account, accompanied by the individual statements (Form D), the bills of dispatch, and any Bulletins of Verification relating thereto, is submitted to the corresponding Office for its examination, in the course of the month following the one to which it relates.

The result of this examination is communicated to the Office which has prepared the monthly account within the period of one month at the latest from the date of the receipt of said account.

4. The monthly accounts, after having been mutually verified and accepted, are condensed in a general annual account by the creditor Administration, unless another arrangement is made between the Offices interested.

The annual account must be prepared and transmitted to the corresponding Office, at the latest, in the course of the first half of the third month of the year following; and the last-mentioned Office must return the account, accepted or with observations, within the period of one month, at the latest, after its receipt.

5. Unless there is another arrangement between the Offices interested the payment of the amount due on the annual account must be effected without any expense to the creditor Administration, at the latest, one month after said account has been fixed by the mutual consent of the two Administrations interested.

XV.

1. The Administrations communicate to each other through the intermediary of the International Bureau, and at least three months before the present Arrangement is put into execution—

First. The rates of insurance applicable in their service to letters and boxes with declared value for each of the contracting countries in conformity with Article 5 of the Arrangement and Article I of the present Regulations.

Second. An impression of the special stamp used in their service for declared values.

Third. The maximum of declared values admitted by them in application of the first Article of the present Arrangement.

2. Any modification made subsequently with regard to one or the other of these three points must be notified in the same manner without delay.

XVI.

1. In the interval which elapses between the meetings contemplated by Article 25 of the Universal Postal Convention the Administration of any country of the Union has the right to address to the other participating Administrations, through the intermediary of the International Bureau, propositions for the modification or interpretation of the present Regulations.

2. Every proposition is subject to the mode of procedure determined by Article XLI of the Regulations for the execution of the Universal Postal Convention.

3. To become binding the propositions must obtain—

First. Unanimity of votes if they relate to the addition of new provisions, or the modification of the present Article or of Article XVII.

Second. Two-thirds of the votes, if they relate to the modification of Articles II, III, VI, VII, VIII, IX, XI, and XIII.

Third. Simply an absolute majority, if they relate to the modification of other Articles, or to the interpretation of the various provisions of the present Regulations, except in the case of arbitration contemplated in Article 23 of the Universal Postal Convention.

4. The resolutions adopted in due form are made binding by a simple notification from the International Bureau to all the Administrations of the Union.

5. No modification or resolution adopted is binding until at least three months after its notification.

XVII.

The present Regulations shall be put into execution on the day on which the Arrangement comes into force. They shall have the same duration as that Arrangement, unless they be renewed by mutual agreement between the parties interested.

Done at Washington the 15th of June, 1897.

[Here follow the signatures.]

H.

istration of Posts *Office of*.....

..... *Department or Province of*.....

NOTICE OF DISPATCH,

ficial registration, of the article of correspondence described below, appearing to bear a fraudulent postage stamp.

re of the ticle.	Office of origin and date of dispatch.	Literal copy of the address.	Indication of the postage stamp presumed to be fraudulent (value).	Observations.
1	2	3		5

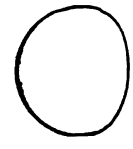
..... of Posts.

f the dispatching office.

I.

Administration of Posts of .....

Date stamp of the office of destination.



REPORT OF PROCEEDINGS

taken at ..... in application of Article 18 ..... of the Convention of the Universal Postal Union and Article XXX ..... of the Regulations of detail and order for the execution of said Convention.

USE OF A FRAUDULENT POSTAGE STAMP.

In the year one thousand eight hundred and ..... on the .....

we, the undersigned ..... of Posts at ..... acting in virtue of Article 18 of the Convention of the Universal Postal Union, and of Article XXX of the Regulations of detail and order for the execution of said Convention, and assisting in the verification of .....[1] mailed on the ..... of ..... addressed to M ..... at ..... weighing ..... and prepaid at the rate of ....., have found that this article had attached to it a postage stamp presumed to be fraudulent which constitutes the offense mentioned in Article 18 of the Convention referred to above.

The addressee has declared before us[2] { that he refuses to make known the sender / that the sender is unknown to him / that the sender is M.[3] }

..... In consequence

.....

we have delivered to him .....

.....

we have seized .....

.....

for the purpose of transmitting them to the Administration of Posts of .....

We have prepared the present Report of these Proceedings, in single copy, in order that further proceedings may be instituted in conformity with Article 18 of the Convention and Article XXX of the Regulations mentioned above.

..... *Signature of the addressee or of his representative.*

..... *Signature of the ..... of Posts.*

[1] Nature of the article (letter, sample, print, commercial papers, &c.).

[2] Cross out, as the case may require, one or the other of these indications.

[3] Name and address of the offender (if he resides in a large city, give street and number of house).

The statistical Tables K and L are omitted.

D.

[illegible]

[illegible] the Postal Administrations of [illegible] and each other, for [illegible] offices subordinate to the [illegible] offices of [illegible]

Month of ....., 189..

1. Office of the office of destination. [illegible]	2. Office of the [illegible]
[illegible]	[illegible]

The chief of the exchange office of destination.

E.

[illegible]

Correspondence with the Office of.....

[illegible] the monthly statements of the bills of dispatch of declared value by post-offices of exchange of..... to the post-offices of exchange of

Month of....., 189..

[illegible] of the [illegible] post-offices of [illegible]	Amount of the sums due, according to the monthly statements, to the office of destination.	Number of order.	Designation of the exchange post offices of destination.	Amount of the sums due, according to the monthly statements to the office of destination.
			Brought forward ..	
		19.....		
		20.....		
		21.....		
		22.....		
		23, etc...		
			General total... ..	

remedy against the responsible Administration—that is to say, against the Administration on whose territory or in whose service the loss or rifling has taken place.

In case of loss, rifling, or damage, under circumstances of *force majeure*, on the territory or in the service of a country taking the risks mentioned in Section 2 above, of a letter or a box with declared value, the country where the loss, rifling, or damage has taken place is responsible therefor to the dispatching Office if the latter, on its side, takes risks in cases of *force majeure*, as regards articles of declared value.

4. Until the contrary is proved, the responsibility rests with the Administration which, having received the article without making any observation, can not prove either its delivery to the addressee or its regular transmission to the next Administration.

5. The indemnity must be paid by the dispatching Office as soon as possible, and, at the latest, within one year from the date of the application. The responsible Office is bound to refund to the dispatching Office without delay, and by means of a draft or a money order, the amount of the indemnity paid by the latter.

The Office of origin is authorized to indemnify the sender on account of the intermediary Office or the Office of destination, which, after a request has been made in due form, has allowed a year to pass without attending to the matter. Moreover, in case an Office, whose responsibility has been duly proved, has at once declined to pay the indemnity, that Office must bear, in addition to the indemnity, the expenses caused by the unjustified delay in making payment.

6. It is understood that an application for indemnity is admitted only within one year from the mailing of the article containing the declared value; after this period has expired the applicant has no longer any right to claim an indemnity.

7. The Administration on whose account the amount of declared values which have not reached destination is refunded, enters upon all the rights of ownership.

8. If the loss, rifling, or damage has taken place in course of transportation between the exchange offices of two adjacent countries, and it can not be ascertained on which of the two territories the occurrence took place, the two Administrations concerned bear the loss in equal parts.

The same applies in case of an exchange in closed mails, if the loss, rifling, or damage has taken place on the territory or in the service of an intermediary nonresponsible Office.

9. The Administrations cease to be responsible for declared values contained in articles which have been receipted for by the addressees, and which have been delivered to the addressees.

ARTICLE 13.

1. There is reserved to each country the right to apply to articles containing declared values, destined for or originating in other countries, its domestic laws and regulations, unless otherwise stipulated by the present Arrangement.

2. The stipulations of the present Arrangement do not restrict the right of the contracting parties to maintain and conclude special arrangements, as well as to maintain and establish more restricted unions, for the purpose of improving the service of letters and boxes with declared value.

3. In the relations between Offices which have come to an agreement in this regard, the senders of boxes with declared value may take upon themselves the nonpostal charges to which the article may be liable in the country of destination, upon a previous declaration to the Office of mailing, and upon the obligation to pay, at the request of the Office of destination, the amounts indicated by the latter.

ARTICLE 14.

The Administration of any of the contracting countries may, under extraordinary circumstances which justify the measure, temporarily suspend the service of declared values, both as regards dispatch and receipt, and in a general or partial manner, on condition that immediate notice thereof be given, if necessary by telegraph, to the Administration or Administrations interested.

ARTICLE 15.

The countries of the Union which have not taken part in the present Arrangement are admitted to adhere thereto upon their demand, and in the form prescribed by Article 24 of the Universal Postal Convention, as regards adhesions to the Universal Postal Union.

ARTICLE 16.

The Postal Administrations of the contracting countries regulate the form and mode of transmission of letters and boxes containing declared values, and fix all the other measures of detail and order necessary to assure the execution of the present Arrangement.

ARTICLE 17.

1. In the interval which elapses between the meetings contemplated by Article 25 of the Universal Postal Convention, the Postal Administration of any of the contracting countries has the right to address to the other Administrations, through the intermediary of the International Bureau, propositions concerning the service of letters and boxes, with declared value.

In order to be considered, each proposition must be supported by at least two Administrations, not counting the one from which it emanates. When the International Bureau does not receive, at the same time with the proposition, the necessary number of declarations of support, the proposition is not considered.

2. Every proposition is subject to the proceeding determined by section 2 of Article 26 of the Universal Postal Convention.

3. In order to become binding, the propositions must obtain as follows:

First. Unanimity of votes, if they involve the addition of new provisions or the modification of the present Article and of Articles 1, 2, 3, 4, 5, 6, 7, 8, 12, and 18.

Second. Two-thirds of the votes, if they involve a modification of the stipulations of the present Arrangement other than those of Articles 1, 2, 3, 4, 5, 6, 7, 8, 12, 17, and 18.

Third. Simply an absolute majority, if they affect the interpretation of the stipulations of the present Arrangement, except in the case of arbitration contemplated by Article 23 of the Universal Postal Convention.

4. The binding decisions are sanctioned in the first two cases by a diplomatic declaration, and in the third case by an administrative notification according to the form indicated in Article 26 of the Universal Postal Convention.

5. No modification or resolution adopted is binding until at least three months after its notification.

ARTICLE 18.

1. The present Arrangement shall be put into execution on the 1st of January, 1899, and shall have the same duration as the Universal Postal Convention, without prejudice to the right reserved to each country to withdraw from this Arrangement upon a notice given one year in advance by its Government to the Government of the Swiss Confederation.

2. From the date on which the present Arrangement takes effect, all the stipulations previously agreed upon between the different contracting countries or between their Administrations, in so far as they are not in accordance with the terms of the present Arrangement, are abrogated without prejudice to the stipulations of Article 13 preceding.

3. The present Arrangement shall be ratified as soon as possible. The acts of ratification shall be exchanged at Washington.

Done at Washington the 15th of June, 1897.

[Here follow the signatures.]

FINAL PROTOCOL.

At the moment of proceeding to sign the Arrangement concerning the exchange of letters and boxes with declared value, the undersigned plenipotentiaries have agreed as follows:

Only article.

In modification of the stipulation of Section 3 of the first Article of the Arrangement, which fixes the maximum limit of a declared value at 10,000 francs, it is agreed that if a country has adopted in its domestic service a lower maximum limit than 10,000 francs, that country has the liberty to fix the maximum limit likewise for its international exchanges of letters and boxes with declared value.

In faith of which, the undersigned plenipotentiaries have drawn up the present final protocol, which shall have the same force and value as if its provisions were inserted in the text itself of the Arrangement to which it relates, and they have signed it on a single copy, which shall remain in the archives of the Government of the United States of America, and a copy of which shall be delivered to each party.

Done at Washington, the 15th of June, 1897.

[Here follow the signatures.]

3. In case of nonpayment of an account within the prescribed period, the amount of the account draws interest, dating from the day on which that period expires till the day when payment is made. Interest is calculated at the rate of 5 per cent per annum and placed to the debit of the dilatory Administration in the next account.

ARTICLE 7.

1. The sums converted into money orders are guaranteed to the remitters up to the moment when they have been duly paid to the payees, or to the persons authorized thereto by the payees.

2. The sums received by each Administration in exchange for money orders not claimed by the persons entitled thereto within the time specified by the laws or regulations of the country of origin, belong definitely to the Administration which has issued these money orders.

3. It is, however, understood that a complaint concerning the payment of a money order to an unauthorized person is only admitted within one year from the day of expiration of the normal validity of the money order; after this period has passed, the Administrations cease to be responsible for erroneous payments.

ARTICLE 8.

The stipulations of the present Arrangement do not interfere with the right of the contracting parties to maintain and conclude special arrangements, and to establish more restricted unions with the view to improve the international money-order service.

ARTICLE 9.

Each Administration may, in extraordinary circumstances which are of such a nature as to justify the measure, temporarily suspend the international money-order service, either entirely or in part, on condition that immediate notice thereof be given, if necessary by telegraph, to the Administration or Administrations interested.

ARTICLE 10.

The countries of the Union which have not taken part in the present Arrangement may be admitted to adhere thereto at their request, and in the form prescribed by Article 24 of the Universal Postal Convention as regards adhesions to the Universal Postal Union.

ARTICLE 11.

The Postal Administrations of the contracting countries designate, each one for its territory, the post-offices which are to issue and pay money orders in virtue of the preceding Articles. They regulate the form and mode of transmission of money orders, the form of the accounts designated by Article 6, and any other measure of detail and order necessary to assure the execution of the present Arrangement.

ARTICLE 12.

1. In the interval which elapses between the meetings contemplated by Article 25 of the Universal Postal Convention, any Postal Administration of one of the contracting countries has the right to address to the other Administrations participating in this Arrangement propositions concerning the money-order service.

In order to be brought under deliberation, each proposition must be supported by at least two Administrations, not counting the one from which the proposition emanates. When the International Bureau does not receive, at the same time as the proposition, the necessary number of declarations of support, no notice is taken of the proposition.

2. Every proposition is subject to the following procedure, determined by Section 2 of Article 26 of the Universal Postal Convention:

3. In order to become binding the propositions must obtain as follows:

First. Unanimity of votes, if they involve the addition of new provisions or a modification of the provisions of the present Article and of Articles 1, 2, 3, 4, 6, and 13.

Second. Two-thirds of the votes, if they involve the modification of provisions other than those of the Articles indicated above.

Third. Simply an absolute majority, if they affect the interpretation of the provisions of the present Arrangement, except in the case of arbitration contemplated by Article 23 of the Universal Postal Convention.

4. The binding decisions are sanctioned in the first two cases by a diplomatic declaration, and in the third case by an administrative notification according to the form indicated by Article 26 of the Universal Postal Convention.

5. No modification or resolution is binding until at least three months after its notification.

ARTICLE 13.

1. The present Arrangement shall be put into execution on the 1st of January 1899.

2. It shall have the same duration as the Universal Postal Convention, without prejudice to the right reserved to each country to withdraw from this Arrangement by means of a notice given one year in advance by its Government to the Government of the Swiss Confederation.

3. From the date on which the present Arrangement takes effect, all the provisions previously agreed upon by the various Governments or Administrations of the contracting parties, as far as they can not be reconciled with the terms of the present Arrangement, are abrogated, without prejudice, however, to the rights reserved by Article 8.

4. The present Arrangement shall be ratified as soon as possible. The acts of ratification shall be exchanged at Washington.

Done at Washington, the 15th of June, 1897.

[Here follow the signatures.]

REGULATIONS OF DETAIL AND ORDER FOR THE EXECUTION OF THE ARRANGEMENT CONCERNING THE MONEY-ORDER SERVICE CONCLUDED BETWEEN GERMANY AND THE GERMAN PROTECTORATES, THE GREATER REPUBLIC OF CENTRAL AMERICA, ETC.

I.

A receipt or certificate of issue relative to the sums for which an international money order has been issued must be handed, free of charge, to the remitter, in the form adopted by each Administration.

II.

1. International money orders are made out on a blank conforming or analogous to the Form A annexed to the present Regulations.

2. Money-order blanks not printed in the French language must bear an interlinear translation in that language, and the manuscript entries called for by their text must be made in Arabic figures and in Roman characters without erasures or corrections, even if they are approved.

3. It is forbidden to make on money orders other annotations than those called for by the text of the blank. On the contrary, the remitter has the right to add on the coupon any communications destined for the payee of the money order.

4. Official money orders must bear at the head the word "official," and the coupon must mention the subject for which these money orders were paid.

III.

1. Telegraphic money orders are made out by the post-office at which the money has been paid in, and are addressed to the post-office which is to make payment.

2. Telegraphic money orders are worded as follows:

Possible indications (written and in full, or using the abbreviations authorized in the telegraphic service).

Money order	(Number of issue.)
Post-office	(Name of the post-office of destination.)
	(Notice of payment if necessary.)
	(Name of remitter) pays (amount of the sum transmitted expressed in figures, and all in writing in the money of the country of destination).
For	(Exact designation of the addressee, his or her place of residence, name of street, and number of house.)

The above indications must always be given in the telegraphic money orders in the above order.

When telegraphic money orders are issued by post-offices in places which have no telegraph service, the place of issue of these money orders must be indicated in the telegrams immediately after the number of issue in the following manner: "Money order ..... from ....."

In the same way, telegraphic money orders originating in places having several post-offices must bear the precise designation of the post-office of origin whenever it has no telegraph service.

3. The various Offices have the liberty, as regards their respective services, to authorize the telegraph offices in places having one or more post-offices to receive from the remitter and to pay at the place of destination the amount of the telegraphic money orders.

4. Partial repetition is obligatory (repetition from post-office to post-office of the proper names and numbers).

5. The dispatching post-office addresses in an envelope, by way of confirmation, and by the very next mail, to the post-office of destination, a copy or a notice of issue of the telegraphic money order, conforming or analogous to Form B annexed to the present Regulations. This copy is attached by the last-mentioned post-office to the original telegram, showing the signature of the payee.

IV.

1. Money orders are transmitted open.

2. The money orders comprised in each mail are put up in a single package, after subdividing them in as many bundles as there are countries of destination, and inserted, by the exchange offices, in envelope containing the Letter Bill which accompanies the mail.

V.

1. When a money order is subjected to the reforwarding process mentioned in Article 5 of the Arrangement, and when the country of the first destination and the country of the new destination have different monetary systems, the reforwarding post-office crosses out by a stroke of the pen the indications of the amount of the money order, including the upper indication in the column "good for," in such a manner, however, as to allow the original entries to be recognized. After having converted the amount of the money order into the money of the country of the new destination, said post-office enters the amount resulting from this conversion all in writing and in a convenient place in the money-order blank, but as far as possible immediately above the original indication of the amount in words. The new entry made on the money order is signed by the postal official. This same method must be followed in case of subsequent reforwarding.

2. Telegraphic money orders may be reforwarded to a new destination on the same conditions as ordinary money orders [Article 5, section 2, of the Arrangement]. In this case they must be accompanied by a confirmative order.

3. The requests for reforwarding or for return are recorded by the first post-office of destination, and, if necessary, by subsequent post-offices of destination. The post-office which effects the reforwarding of a money order under the conditions given above advises the post-office of issue thereof.

VI.

The provisions of Article 13 of the Universal Postal Convention and of Article XXIX of the Regulations of detail and order for the execution of the Universal Postal Convention are applicable, respectively, in cases of request for delivery by special messenger, or for withdrawal or change of address of a money order.

However, the exact reproduction of the written annotations on the coupon is not required for the facsimile of the money order.

VII.

1. Money orders whose payment can not be effected for one of the following reasons:

First. Inexact, insufficient, or doubtful indication of the name or residence of the payees;

Second. Differences in or omission of names or sums;

Third. Erasures or alterations in the entries;

Fourth. Omission of stamps, signatures, or other indications of the service;

Fifth. Indication of the amount to be paid in a money other than that of the country of destination, or other than that admitted by the corresponding Administrations;

Sixth. Use of forms not in accordance with the Regulations, must be corrected by the Administrations which issued them.

2. To effect this, those money orders are returned under official registration as soon as possible, to the Office of origin by the Office of destination, unless it becomes necessary to apply the provisions of Section 4 following. The two Administrations concerned must be advised of such return, and of what has been done, in case the irregularities in question are imputable to the postal service.

3. Telegraphic money orders whose payment can not be effected owing to an insufficient or incorrect address, give rise to the transmission to the Office of origin of an official notice indicating the cause of nonpayment. The Office of origin verifies the exactness of the address. If this address has been altered, it corrects it on the spot by an official notice. In the contrary case it notifies the remitter, who is allowed to correct or complete the address by an official notice for which a charge is made.

When payment is suspended for some other cause, especially owing to the omission of one or several formalities prescribed by Article III preceding, and if the payee is not benefited by the facilities offered by the provisions of Sections 4 and 6 of the present article, the matter is arranged in the form prescribed for ordinary money orders forwarded by mail. The same course is followed as regards telegraphic money orders whose address, insufficient or incorrect, has not been corrected, within the prescribed period, by means of an official notice.

4. If the payee of an irregular money order, ordinary or telegraphic, desires it and offers to pay all expenses, the irregularities which prevent the payment of this money order may be removed by telegraph, by means of an official notice for which there is a charge. The money order is, in that case, retained by the office of destination, which makes the necessary correction, upon the receipt of the correcting telegram emanating from the office of origin, and attaches this telegram to the corrected money order.

5. Telegraphic money orders of which only the confirmatory letter has reached destination, while the telegram has not been received, must not be paid upon the simple presentation of the first mentioned of these documents. Above everything else, the telegram must be demanded.

6. In cases where correcting telegrams have been caused by an error attributable to the service, the charge for these telegrams must be refunded to the proper person.

7. Money orders (ordinary or telegraphic) which have been refused, as well as those whose payees are unknown or have left without giving their address, are returned immediately, under official registration, by the office of destination to the office of origin, after the stamp has been impressed or the label has been attached, whose use is prescribed by Article XXVI, Section 4, of the Regulations of execution of the Universal Postal Convention.

Telegraphic money orders which have been returned for some cause must be accompanied by the advice of issue relating thereto.

VIII.

1. Money orders remain valid until the expiration of the second month following the month during which they were issued. This period is extended to six months in the relations of countries outside of Europe, or in the relations of these countries among themselves, unless a different arrangement is concluded between the Offices interested.

2. After this period has expired, money orders can be paid only upon an authorization by the issuing Administration, at the request of the Administration to which the post-office of destination is subordinate.

3. This authorization must be written on the money order itself, and gives to the money order a new period of validity equal to that provided by Section 1 of the present Article.

4. Money orders whose payment has not been claimed within the prescribed limit of time are returned immediately after the expiration of the period of validity, by the Administration which is its depositary to the Administration of the country of origin.

IX.

1. Money orders which have not been paid to the payees are refunded to the remitters as soon as the Administration of the country of origin has recovered possession of these money orders.

In case of telegraphic money orders the Administration of the country of origin must be in possession both of the money order and the advice.

2. Money orders which have been mislaid, lost, or destroyed may be replaced, at the request of the remitter or the payee, by authorization of payment issued by the Administration of the country of origin, after it has ascertained, in conjunction with the Administration of the country of destination, that the money order has neither been paid nor refunded. No special charge is made for such an authorization.

3. When the repayment of a mislaid, lost, or destroyed money order is requested by the remitter, he must produce, in support of his request, his receipt and certificate of issue.

The Administration of the country of origin grants repayment after it has made sure that the Administration of the country of destination has not paid or will not pay the money order.

X.

1. The payment of money orders is governed by the provisions in force in the domestic service of the country of destination, upon which rests the responsibility for payment to the wrong payee.

2. In order to get rid of this responsibility regarding any money order paid by it, the Administration of the country of destination must be prepared to show:

First. That its regulations furnish all the necessary guarantees for establishing the identity of the payee;

Second. That payment of the money order has been made in accordance with the stipulations of the Regulations.

XI.

1. When the remitter of an ordinary money order requests a notice of payment of that order, the post-office of origin attaches to the money order a postage stamp representing the charge levied for such a notice. It cancels this postage stamp by writing across it very distinctly the words: *"Avis de paiement"* (notice of payment).

2. If the money order is a telegraphic one, the postage stamp representing the charge due is attached to the copy or the certificate of issue

3. The paying post-office transmits, under official registration, on the day of payment, to the post-office of origin a notice conforming or analogous to Form C, annexed to the present Regulations, which that office delivers to the remitter.

When, subsequent to the issuing of a money order, the remitter requests a notice of payment of the money order, this notice is prepared on a form conforming with or analogous to the Form C attached to the present Regulations and transmitted on the conditions indicated in Article XIII of the Regulations of the Universal Postal Convention. The charge of 25 centimes, at the most, provided in Article 3 of the Arrangement may be applied, and the claimant may pay it in postage stamps.

XII.

1. Every Administration prepares at the end of each month for each of the other Administrations a special account, conforming to Form D, annexed to the present Regulations, in which are recapitulated, as far as possible in chronological order, classified in the alphabetical order of the names of the post-offices of issue, all the money orders paid by its own post offices on account of the other Office during the preceding month.

2. It likewise enters in this account the amount of the charges due to it, in virtue of Section 2 of Article 3 of the Arrangement, on money orders paid by its post-offices.

This payment is made on the totals of the account of money orders paid, no account being taken of the official money orders.

3. The special account, accompanied by the paid and receipted money orders, is transmitted to the corresponding Administration as soon as possible, and at the latest at the end of the month following the one to which the account relates.

4. If there are no paid money orders, a special blank account is transmitted to the corresponding Administration.

XIII.

1. Two weeks, at the latest, after the verification and acceptance of the reciprocal accounts, the balance is entered in a general account, which is prepared by the creditor Administration (unless there be another arrangement between the offices interested), conforming, as regards the conversion of money, to Section 2 of Article 6 of this Arrangement.

2. The general account must be completed within two months after the expiration of the month to which it relates. This period is extended to four months in the relations with countries outside of Europe and in the relations between those countries. However, the Administrations may come to an agreement to prepare the general account quarterly, half yearly, or yearly.

3. Unless there be a contrary arrangement, the difference forming the balance of the account is paid by drafts payable on sight, or short-dated drafts, on the capital or a commercial place of the creditor country, in gold of that country, and without involving any loss to that country, the expenses connected with the cashing of the draft being charged to the debtor office.

4. This payment must be made, at the latest, two weeks after the general account has been mutually accepted. Any Administration which habitually finds a sum exceeding 50,000 francs due to it from another Administration has the right to claim, even before the account is closed, a remittance or provisional payment up to three-fourths of its claim. A request for remittance must be complied with within one week.

XIV.

1. The Administrations of the contracting countries must communicate to each other through the intermediary of the International Bureau, and at least three months before this Arrangement is put into execution, the following, viz:

First. The maximum amount adopted by them for the exchange of money orders, in virtue of Article 2, section 2, of this Arrangement;

Second. The tariff of rates and, if necessary, the rates of monetary conversion or the rate of exchange which they apply in execution of Article 2 of this Arrangement;

Third. The list of their post-offices which have been authorized to issue and pay international money orders, or a notice that all their post-offices participate in this service;

Fourth. A copy of the money-order blank which they use;

Fifth. The orthography of the numerals from 1 to 500, as the case may be, which must be written out at length in their language on the money orders issued by them;

Sixth. The duration of the periods after the expiration of which their legislation definitely turns over to the Government the amount of the money orders whose payment has not been claimed by the payees;

Seventh. If necessary, a notice of their participation in the exchange of telegraphic money orders;

Eighth. A list of the countries with which they exchange money orders on the basis of this Arrangement.

2. Any subsequent modification of one or the other of the above-mentioned eight points must be notified, without delay, in the same manner.

XV.

1. In the interval which elapses between the meetings contemplated by Article 25 of the Universal Postal Convention, the Postal Administration of any of the contracting countries has the right to address to the other participating Administrations, through the intermediary of the International Bureau, propositions in regard to the stipulations of the present Regulations.

2. Every proposition is subject to the mode of procedure determined by Article XLI of the Regulations of detail and order for the execution of the Universal Postal Convention.

3. To become binding the propositions must obtain:

First. Unanimity of votes if they relate to the addition of new provisions or to the modification of the provisions of the present Article and of Articles II, X, and XVI of the present Regulations;

Second. Two-thirds of the votes if they relate to the modification of the provisions of Articles I, III, IV, V, VI, IX, and XI;

Third. Simply an absolute majority if they relate to the modification of other Articles, or to the interpretation of the various provisions of the present Regulations, except in the case of arbitration contemplated by Article 23 of the Universal Postal Convention.

4. The resolutions adopted in due form are made binding by a simple notification from the International Bureau to all the Administrations of the Union participating in this Arrangement.

5. No modification or resolution is binding until at least three months after its notification.

XVI.

1. The present Regulations shall be put into execution on the same day as the Arrangement to which they relate.

2. They shall have the same duration as that Arrangement, unless they be renewed by mutual agreement between the parties interested.

Done at Washington, the 15th of June, 1897.

[Here follow the signatures.]

ANNEXES.

A.

(Front.)

Coupon.
[May be detached by the payee.]

Amount of the money order in figures.

Postal Administration
of.....

International money order
for the sum of.....
[In Arabic figures.]

Rate of exchange:
.....
Amount paid:*
.....

Stamp of the office of origin.

[All in writing and in Roman characters.]

Designation of the remitter.

Payable to M.....

Place of destination:.....

Address of payee:.....

Country of destination:.....

The....., 189...

Official particulars.
Number of issue:.....
Date of issue:.....
Dispatching office:.....

Signature of the postal employee who has made out the money order:
.....

Good for
or
[Money of the country of origin.]

* To be filled out by the office of destination, when it makes the conversion, or when it uses, for its payments, paper money having less value than the metallic money.
(Arrangement, Article 2.)

A.

(Back.)

[Place reserved for indorsements.]

Receipt of the payee.

Received the sum indicated on the other side.

Place:.....

The....., 189...

Signature of the payee:

.....

Record of arrival.
No.....

Stamp of the paying office.

B.

Postal Administration
of.....

Notice of issue.

Copy of a telegraphic money order issued at the office of....., the.....
for the office of .....
[Country.]

Name of remitter.	Number of money order.	Name, given names, profession or occupation, and residence of payee.	Amount of money order.

At....., the ....., 189..
The..... of Posts.
[Signature.]

Stamp of the office of origin.

Stamp of the office of destination.

C.

Postal Administration of.....

No. of record.

Notice of payment of a money order.

The undersigned declares that the sum of....., the amount of the money order No. ....., issued by the office of ....., addressed to Mr....., has been duly paid.

Stamp of the paying office.

The ..... 18.. The ..... of Posts.

Signature .....

[1]

[1] This notice must be signed by the paying office, then placed in an envelope and transmitted, under registration, by the first mail to the office of origin of the money order to which it relates.

C.

(Front.)

Postal Administration of .....

Correspondence with the Office of .....

Stamp of the dispatching office.

Stamp of the office of destination.

Bill of dispatch of letters and boxes with declared value dispatched by the exchange office of ..... to the exchange office of .....

Dispatched [....th mail] from ....., 189.., at .... o'clock.
Arrived the ....., 189.., at .... o'clock.

Number of order.	Office of origin.	Names of addressees.	Places of destination.	Weight of each letter or box.	Amount of the declared values.		Charges for conveyance to be paid for the boxes to the office of destination.		Insurance fees to be paid on letters and boxes to the office of destination.		Charges for conveyance [boxes] and insurance fees [letters and boxes] to be recovered by the dispatching office.		Observations.
1.	2.	3.	4.	5.	6.		7.		8.		9.		10.
					Fr.	Cms.	Fr.	Cms.	Fr.	Cms.	Fr.	Cms.	
1.....													
2.....													
3.....													
4.....													
5.....													
6.....													
7.....													
				carried:									

The employees of the dispatching office: The employees of the office of destination:

C.

(Back.)

Number of order.	Office of origin.	Names of addressees.	Places of destination.	Weight of each letter or box.	Amount of the declared values.		Charges for conveyance to be paid for the boxes to the office of destination.		Insurance fees to be paid on letters and boxes to the office of destination.		Charges for conveyance [boxes] and insurance fees [letters and boxes] to be recovered by the dispatching office.		Observations.
1.	2.	3.	4.	5.	6.		7.		8.		9.		10.
					Fr.	Cms.	Fr.	Cms.	Fr.	Cms.	Fr.	Cms.	
		Brought forward.....											
8....													
9....													
10....													
11....													
12....													
				Totals:									

The employees of the dispatching office: The employees of the office of destination:

D.

'ostal Administration of.....

Correspondence with the Office of.....

Monthly statement showing the sums which the Postal Administration of ..... and the Postal Administration of ..... owe each other, for charges on letters and boxes with declared value delivered by the exchange offices subordinate to the first Administration to the exchange office of .....

Month of....., 189..

Dates of bills of dispatch.	1. Credit of the office of destination. [Columns 7 and 8 of Form C.]												2. Credit of the dispatching office. [Column 9 of Form C.]												Observations.
	Mail from the office of.....		Mail from the office of.....		Mail from the office of.....		Mail from the office of.....		Mail from the office of.....		Mail from the office of.....		Mail from the office of.....		Mail from the office of.....		Mail from the office of.....		Mail from the office of.....		Mail from the office of.....			
	fr.	cms	fr.	cms	fr	cms	fr.	cms	fr.	cms	fr	cms	fr.	cms	fr	cms	fr.	cms	fr.	cms	fr.	cms	fr.	cms	
.....																									
.....																									
.....																									
.....																									
, and to 31.....																									
Totals per corresponding offices																									
General total of each credit...																									
Difference in favor of the office of destination																									

...change office of destination.

The chief of the exchange office of destination:

E.

'ostal Administration of.....

Correspondence with the Office of.....

Account recapitulating the monthly statements of the bills of dispatch of declared value addressed by the post-offices of exchange of..... to the post-offices of exchange of .....

Month of....., 189..

Number of order.	Designation of the exchange post-offices of destination.	Amount of the sums due, according to the monthly statements, to the office of destination.		Number of order.	Designation of the exchange post-offices of destination.	Amount of the sums due, according to the monthly statements, to the office of destination.	
1.....					Brought forward..		
2.....				19.....			
3.....				20.....			
4.....				21.....			
5, etc....				22.....			
				23, etc...			
	Carried forward...				General total.....		

3. For cumbersome parcels, the payments fixed by Sections 1 and 2 preceding are increased 50 per cent.

4. Independent of these transit charges, the Administration of the country of origin is indebted, for insurance charges for parcels with declared value, to each of the Administrations participating in the conveyance and which have subscribed to the principle of responsibility, to the amount of its share in the insurance charges fixed per 300 francs, or fraction of 300 francs, at 5 centimes for territorial transit, and at 10 centimes for maritime transit.

ARTICLE 4.

The prepayment of parcels is compulsory.

ARTICLE 5.

1. The charge on postal parcels consists of a rate comprising for each parcel as many times 50 centimes, or the equivalent in the respective currency of each country, as there are Offices taking part in the territorial transit, with the addition of the maritime transit, if there be any, contemplated by Section 2 of Article 3 preceding. The equivalents are fixed by the Regulations.

2. Cumbersome parcels are subject to an additional charge of 50 per cent, which, if necessary, is rounded off to a sum divisible by 5.

3. For parcels with declared value there is added a charge for insurance, which is equal to that levied for letters with declared value.

4. There is levied upon the sender of a parcel marked with trade charges (C. O. D.) a special charge which must not exceed 20 centimes per each 20 francs of the trade charge.

This charge is divided between the Administration of the country of origin and the Administration of the country of destination. For this purpose, the Administration of the last-mentioned country credits itself in the recapitulatory monthly account with ½ per cent of the total amount of the trade charges. However, two Administrations may, by common consent, apply in their reciprocal relations another method of levying and dividing the special charges for parcels marked with trade charges.

5. As a temporary measure each of the contracting countries has the option of levying on the postal parcels originating in or destined for its post-offices a surcharge of 25 centimes per parcel.

Exceptionally this surcharge may be raised to a maximum of 75 centimes for the greater Republic of Central America, Argentine Republic, Brazil, Chile, Colombia, Netherlands Colonies, Russia, Siam, Sweden, Turkey in Asia, Uruguay, and Venezuela.

6. The conveyance between continental France on the one hand and Algeria and Corsica on the other also gives rise to a surtax of 25 centimes per parcel.

The Spanish Administration is at liberty to levy a surcharge of 25 centimes for the conveyance between Spain and the Balearic Islands, and of 50 centimes for the conveyance between Spain and the Canary Islands.

7. The sender of a postal parcel may obtain a return-receipt for the parcel by paying in advance a fixed minimum charge of 25 centimes. This charge goes entirely to the Administration of the country of origin.

ARTICLE 6.

The dispatching Office pays for each parcel:

(*a*) To the Office of destination, 50 centimes, with the addition of the surcharges, if any, contemplated by Sections 2, 5, and 6 of Article 5 preceding, of a charge of 5 centimes for each 300 francs or fraction of 300 francs of declared value, and of the charge for delivery at the residence by special messenger, provided by Article 8.

(*b*) Contingently, to each intermediary office, the charges fixed by Article 3.

ARTICLE 7.

The country of destination may levy upon the addressee for the delivery of the parcels and for the fulfillment of the custom-house formalities a charge the total amount of which must not exceed 25 centimes per parcel. Unless there is an arrangement between the Offices interested, this charge is levied upon the addressee at the moment when the parcel is delivered.

ARTICLE 8.

1. The parcels are, at the request of the senders, delivered at the residence by a special messenger immediately upon their arrival in those countries of the Union which have agreed to undertake this service in their reciprocal relations.

These articles, which are designated "exprès" (special delivery), are subject to a special charge. This charge is fixed at 50 centimes, and must be paid entirely in advance, by the sender, over and above the ordinary postage; no matter whether in the country of destination the parcel itself, or only a notice of its arrival, is delivered to the addressee by a special messenger. This charge goes to the country of destination.

2. If the parcel is destined for a place which has no post-office, the Office of destination may levy for the delivery of the parcel, or for a notice requesting the addressee to call for it, a supplementary charge, not to exceed the amount charged in the domestic service for the delivery of the parcel by special messenger, after deducting the fixed charge paid by the sender, or its equivalent, in the currency of the country which levies the supplementary charge.

3. The delivery of the parcel or of a notice of its arrival to the addressee is only attempted once. After one unsuccessful attempt, the parcel ceases to be considered as an "exprès" (special delivery) article, and its delivery is effected on the conditions required for ordinary parcels.

4. If a parcel of this kind is, owing to a change of residence of the addressee, reforwarded to another country without any attempt to have it delivered by special messenger, the fixed charge paid by the sender is paid to the new country of destination, if that country undertakes the special-delivery service; in the contrary case, this charge goes to the Office of the country of the first destination, the same as is done with undeliverable parcels.

ARTICLE 9.

1. The parcels to which the present Convention applies can not be subjected to any postal charge other than those contemplated by the various articles of said Convention.

2. Customs charges must be paid by the addressees of the parcels. However, in the relations between Offices which have come to an understanding regarding this matter, the senders may pay these charges, provided they make a declaration to that effect to the post-office of mailing. In that case they must eventually pay, at the request of the post-office of destination, the sums indicated by the latter.

ARTICLE 10.

1. The sender of a postal parcel can cause it to be withdrawn from the service or have its address changed, on the conditions and with the reservations determined for other articles of mail matter by Article 9 of the Universal Postal Convention; with this addition, that if the sender requests the return or the reforwarding of a parcel he is bound to guarantee beforehand the payment of the postage due for the new transmission.

2. Each Administration is authorized to limit the right of having the address changed to parcels whose declared value does not exceed 500 francs ($100).

ARTICLE 11.

1. The redirection of postal parcels from one country to another in consequence of the removal of the addressees, as well as the return of undelivered postal parcels or parcels turned back by the custom-house, gives rise to the levying of the supplemental charges fixed by Sections 1, 2, 3, 5, and 6 of Article 5, upon the addressees or the senders, without prejudice to the reimbursement of the customs duties or other special expenses (expenses for storage, customs formalities, etc.).

2. In the case of the redirection of a parcel marked with trade charges the final Office of destination credits itself with the quota of the fee for trade charges, in conformity with section 4 of Article 5.

ARTICLE 12.

1. It is forbidden to send by mail parcels containing letters or notes having the character of correspondence, or articles the admission of which is not authorized by the customs or other laws and regulations. It is likewise forbidden to send coin, gold or silver substances, and other precious articles, in parcels without declared value, destined for countries which admit declared values. However, it is permitted to insert in the parcel an open invoice, simply enumerating the headings of the items of the invoice, as well as a simple copy of the address of the parcel, and giving that of the sender.

2. In case a parcel coming under one of these prohibitions is delivered by one of the Administrations of the Union to another Administration of the Union, the latter proceeds in the manner and according to the forms prescribed by its legislation and its domestic regulations.

ARTICLE 13.

1. Except in cases of "force majeure" (interference of a higher power), when a postal parcel has been lost or damaged, the sender, and, in default or at the request of the sender, the addressee, is entitled to an indemnity corresponding to the actual amount of the loss, rifling, or damage, unless the damage has been caused by the negligence of the sender, or by the nature of the articles; which indemnity may not for ordinary parcels exceed 25 francs ($5), and for parcels with declared value, the amount of that value.

The provisions of this paragraph are applicable to parcels marked with trade charges as long as they have not been delivered to the addressees; but after they have been delivered, the Administrations remain only responsible for the actual amount of the sums due to the sender.

The sender of a lost parcel is, moreover, entitled to have the expenses of its dispatch refunded, as well as the postal charges of the reclamation, in case it has been caused by a mistake of the postal employees. The insurance fee, however, remains in the possession of the Postal Administrations.

2. Countries disposed to take any risks resulting from cases of "force majeure" are authorized to levy, on parcels with declared value, a surtax, on the conditions determined by Section 2 of Article 12 of the Arrangement concerning the exchange of letters and boxes with declared value.

3. The obligation to pay the indemnity rests with the Administration to which the dispatching office is subordinate. That Administration has the right to press its claim against the responsible Administration—i. e., against that Administration on whose territory or in whose service the loss or damage has occurred.

In case of loss, rifling, or damage, under circumstances of *force mafeure*, on the territory or in the service of a country taking the risks mentioned in Section 2 above, of a parcel with declared value, the country where the loss, rifling, or damage has taken place becomes responsible therefor to the dispatching Office, if the latter, on its part, takes risks in cases of *force majeure* over against its senders, as regards articles of declared value.

4. Until the contrary be proved, the responsibility rests with the Administration which, having received the parcel without making any observation, can not prove either the delivery to the addressee or the regular transmission to the next Administration.

5. The payment of the indemnity by the dispatching Office ought to take place as soon as possible, and at the latest within a year of the date of the application. The responsible Office is bound to refund to the dispatching Office, without delay, the amount of the indemnity paid by the latter.

The Office of origin is authorized to indemnify the sender, on account of the intermediary Office or the Office of destination which, after a request for payment of an ndemnity had been made of it, has let a year elapse without complying with the request. Moreover, in case an Office whose responsibility has been duly proved has at once declined to pay the indemnity, it must, in addition to the indemnity, bear the accessary expenses caused by the unjustified delay in the payment.

6. It is understood that the application for an indemnity is only entertained if made within a year of the mailing of the parcel. After this term has expired the applicant has no right to any indemnity.

7. If the loss or the damage occurred in course of conveyance between the exchange offices of two adjacent countries, without its being possible to ascertain on which of the two territories the loss or damage took place, the two Administrations concerned bear each one-half of the loss.

8. The Administrations cease to be responsible for postal parcels of which the owners have accepted delivery.

ARTICLE 14.

It is prohibited to make a fraudulent declaration of value in excess of the actual value of the contents of the parcel. In case of a fraudulent declaration of this kind, the sender loses all right to an indemnity, without prejudice to the judicial proceedings which the legislation of the country of origin may call for.

ARTICLE 15.

Each Administration may, in extraordinary circumstances of such a nature as to justify the measure, temporarily suspend the parcel-post service either entirely or in part, on condition that immediate notice of such a measure is given, if necessary by telegraph, to the Administration or Administrations concerned.

ARTICLE 16.

The domestic legislation of each of the [illegible] as regards everything not provided for by the [illegible] Convention.

ARTICLE 17.

1. The stipulations of the present Convention [illegible] tracting parties to maintain and conclude special [illegible] and establish more restricted unions with the view [illegible] cels-post service.

2. However, the Offices of the countries [illegible] which maintain an exchange of postal [illegible] adhered to the present Convention, admit [illegible] of these relations for the exchange of postal parcels [illegible]

ARTICLE 18.

1. The countries of the Universal Postal Union [illegible] present Convention are admitted to adhere to [illegible] prescribed by Article 24 of the Universal Postal Convention [illegible] to the Universal Postal Union.

2. However, if the country which desires [illegible] claims the power to levy a surtax per par[illegible] Government of the Swiss Confederation [illegible] contracting countries. The request is considered [illegible] no objection has been presented.

ARTICLE 19.

The Postal Administrations of the contracting [illegible] localities which they admit to the international [illegible] regulate the mode of transmission of the parcels [illegible] and order necessary to assure the execution of the present [illegible]

ARTICLE 20.

The present Convention is subject to the [illegible] Article 25 of the Universal Postal Convention.

ARTICLE 21.

1. In the interval between the reunions [illegible] Postal Convention, the Postal Administ[illegible] has the right to address to the other [illegible] the International Bureau, propositions [illegible]

In order to be brought under deliberation [illegible] at least two Administrations, not count[illegible] nates. When the International Bureau [illegible] proposition, the necessary number of [illegible] the proposition.

2. Every proposition is subjected [illegible] Article 26 of the Universal Postal Convention [illegible]

3. In order to become binding, these [illegible]

(a) A unanimous vote, if they relate [illegible] modification of the present Article [illegible] 12, 13, 14, 15, 20, and 22 of the present [illegible]

(b) Two-thirds of the votes, if [illegible] the present Convention other than [illegible]

(c) Simply an absolute majority [illegible] visions of the present Convention [illegible] Article 23 of the Universal Postal [illegible]

4. Resolutions adopted in [illegible] diplomatic declaration, and [illegible] according to the form indicated [illegible]

5. No modification or resolution [illegible] after its notification.

ARTICLE 22.

1. The present Convention shall be put into execution on the 1st of January, 1899
2. It shall have the same duration as the Universal Postal Convention, without prejudice to the right of each contracting party to withdraw from this Convention upon a notice given one year in advance by its Government to the Government of the Swiss Confederation.
3. From the date on which the present Convention takes effect, all the stipulations previously agreed upon between the different contracting countries or between their Administrations, in so far as they are not in accordance with the terms of the present Convention, are abrogated without prejudice to the rights reserved by Articles 16 and 17 preceding.
4. The present Convention shall be ratified as soon as possible. The acts of ratification shall be exchanged at Washington.

Done at Washington, the 15th of June, 1897.

[Here follow the signatures.]

FINAL PROTOCOL.

At the moment of proceeding to sign the Convention concluded this day concerning the exchange of postal parcels, the undersigned plenipotentiaries have agreed as follows:

I.

A country in which the Postal Administration does not at present undertake the conveyance of small parcels and which adheres to the above-mentioned Convention, shall have the liberty to cause the stipulations of this convention to be executed by railroad and steamship companies. It may at the same time limit this service to parcels originating in or destined for localities served by these companies.

The Postal Administration of that country must have an agreement with the railroad or steamship companies to assure the complete execution by these companies of all the stipulations of the Convention, especially the organization of the exchanges at the frontier.

It will serve as an intermediary to these companies for all their relations with the Postal Administrations of the other contracting countries and with the International Bureau.

II.

By way of exception to the provisions of Section 1 of Article 1, and of Section 1 of Article 13 of the Convention, Bulgaria, Spain, Greece, Turkey, and the United States of Venezuela have the liberty to provisionally limit the weight of parcels admitted in their service to 3 kilograms, and to 15 francs the maximum indemnity to be paid in case of loss, rifling, or damage of a postal parcel without declared value not exceeding the above-mentioned weight.

III.

By way of exception to the provisions of Section 1 of Article 3, and of Sections 1 and 5 of Article 5 of the Convention, British India has the liberty—

(*a*) To fix the territorial transit charges at 1 franc;

(*b*) To apply to postal parcels originating in or destined for its offices a surtax, not to exceed 1 franc 25 centimes per parcel;

(*c*) To apply to postal parcels originating in British India, destined for other countries, a graded scale of rates corresponding to the different categories of weight, on condition that the average rates levied in British India do not exceed the normal rate of 1 franc 75 centimes.

In faith of which the undersigned plenipotentiaries have drawn up the present final protocol, which shall have the same force and value as if its provisions were inserted in the Convention; and they have signed it on a single copy, which shall remain in the archives of the Government of the United States of America, and a copy of which shall be delivered to each party.

Done at Washington the 15th of June, 1897.

[Here follow the signatures.]

REGULATIONS OF DETAIL AND ORDER FOR THE EXECUTION OF THE CONVENTION CONCERNING THE EXCHANGE OF POSTAL PARCELS CONCLUDED BETWEEN GERMANY, THE GERMAN PROTECTORATES, THE GREATER REPUBLIC OF CENTRAL AMERICA, ETC.

The undersigned, in view of Article 19 of the Universal Postal Convention and Article 19 of the Convention concerning the exchange of postal parcels, have, in the name of their respective Administrations, established, by mutual agreement, the following measures to insure the execution of the said Convention:

I.

1. The postal Administrations of the contracting countries which maintain regular maritime services designate to the offices of the other contracting countries those maritime services which may be used for the conveyance of postal parcels, indicating the distances.

2. The Administrations of the contracting countries notify each other mutually, by means of Tables like Form A annexed hereto, of—

(*a*) The list of countries, in the relations with which they may serve as intermediaries for the conveyance of postal parcels;

(*b*) The routes open for the forwarding of said parcels from the place where they enter their territories or their services;

(*c*) The total charges which must be paid to them for the conveyance of parcels for each destination by the office which delivers the parcels to them.

3. By means of the Forms A received from the Administrations concerned, each Administration determines the routes to be used for the transmission of its postal parcels, and the charges to be levied upon the senders according to the conditions on which the intermediary conveyance is effected.

4. Each Administration must, moreover, directly advise the first intermediary Office which are the countries for which it proposes to deliver postal parcels.

5. Each Administration must advise the contracting Administrations which are the articles whose admission to its country is not authorized by its laws and regulations.

II.

1. In execution of Section 1 of Article 5 of the Convention concerning postal parcels, the Administrations of the contracting countries which have not the franc for their monetary unit levy their rates of postage according to the following equivalents:

Countries.	50 centimes.	25 centimes.
Germany	40 pfennig	20 pfennig.
German protectorates:		
East Africa	40 pfennig	20 pfennig.
Southwest Africa		
Cameroons		
New Guinea		
Togo		
Greater Republic of Central America	10 centavos de peso	5 centavos de peso.
Argentine Republic	16 centavos	8 centavos.
Austria-Hungary	25 kreuzer	13 kreuzer.
Bosnia-Herzegovina	20 kreuzer	10 kreuzer.
Brazil	200 reis	100 reis.
Chile	10 centavos	5 centavos.
Colombia	10 centavos	5 centavos.
Denmark	36 öre	18 öre.
Danish Antilles	10 cents	5 cents.
Egypt	2 piasters	1 piaster.
British India	5 annas	2½ annas.
Liberia	10 cents	5 cents.
Montenegro	20 soldi	10 soldi.
Norway	36 öre	18 öre.
Netherlands	25 cents (Dutch)	12½ cents (Dutch).
Netherlands Colonies	25 cents (Dutch)	12½ cents (Dutch).
Portugal	100 reis	50 reis.
Russia	20 kopeks	10 kopeks.
Siam	15 atts	7½ atts.
Sweden	36 öre	18 öre.
Turkey	2 piasters (80 paras)	1 piaster (40 paras).
Uruguay	10 centesimos	5 centesimos.

2. In case of change in the monetary system of any of the above-mentioned countries, the Administration of that country must come to an understanding with the Swiss Postal Administration in order to modify the above equivalents. It devolves upon the latter Administration to give notice of this modification to all the other Offices of the Union through the intermediary of the International Bureau.

3. Any Administration has the right to have recourse, if it deems it necessary, to the understanding provided for in the preceding paragraph in case of an important modification in the value of its money.

III.

1. The following are considered as cumbersome:

(*a*) Parcels exceeding 1 meter 50 centimeters (about 3½ feet) in any direction;

(*b*) Parcels which, owing to their shape, their volume, or fragile character, can not easily be packed with other parcels, which are voluminous or which require special precautions, such as plants and shrubs in baskets, empty cages or cages containing live animals, empty cigar boxes or other boxes in large packages, furniture, wickerwork, flower stands, baby carriages, spinning wheels, velocipedes, etc.

2. The Administrations which do not admit cumbersome parcels have the liberty to limit to 60 centimeters in any direction (24 inches) the maximum dimension of postal parcels exchanged with other Administrations. The Offices which assure the conveyance by sea have, moreover, the liberty to limit to 50 centimeters the maximum dimensions and to 20 cubic decimeters (about 64 cubic inches) the volume of parcels destined to be transmitted by their maritime services, and not to accept parcels exceeding these limits except as cumbersome parcels.

3. Postal parcels containing umbrellas, canes, maps, plans, or similar articles are in all cases admitted as noncumbersome parcels, if they do not exceed 1 meter in length and 20-centimeters in thickness.

4. As regards the exact calculation of the volume, weight, or dimensions of postal parcels, the views of the dispatching Office must be considered as binding, except in the case of an obvious error.

IV.

Parcels containing explosive or inflammable substances, and, in general, dangerous articles, are excluded from transportation.

The Administrations interested have the liberty to come to an understanding concerning the conveyance of metal caps and cartridges charged for portable firearms, and the elements of inexplosible artillery fuses.

These articles must be packed solidly, inside and outside, in boxes or barrels, and must be declared as what they are, both on the certificate of dispatch and on the article itself.

V.

1. In order to be admitted to transportation, each parcel must—

First. Bear the exact address of the addressee. Addresses in lead pencil are not admitted. When a parcel contains coin, gold or silver substances, or other precious articles the address must be written on the actual wrapping of the parcel;

Second. Be packed in such a manner as to correspond to the duration of the conveyance and to sufficiently protect the contents of the parcel. The wrapper must be of such a nature as to render it impossible to make any attempt to get at the contents without leaving a visible trace of violation;

Third. Be sealed with wax, lead, or by some other means, with an impression or special mark of the sender;

Fourth. In case of declared value, bear this declaration on the address, in francs and centimes, or in the currency of the country of origin, without erasures or corrections, even if these are approved. When the declaration of value is made in money other than the franc, the sender or the office of the country of origin must reduce it to francs, at par, indicating by new figures, placed by the side or below the figures representing the amount of the declared value, its equivalent in francs and centimes.

2. Liquids, and fatty substances which will easily liquefy, must be mailed in a double receptacle. Between the first (bottle, flask, pot, box, etc.) and the second (box of metal or hard wood) there is left, as far as possible, a space filled with sawdust, bran, or some other absorbing matter.

VI.

1. Each parcel must be accompanied by a certificate of dispatch and by customs declarations conforming to or analogous with Forms B and C, annexed. The Administrations advise each other reciprocally as to the number of customs declarations to

be furnished for each destination. The sender may add on the coupon of the certificate of dispatch communications relating to the article, on condition, however, that the legislation of the country of origin or destination does not forbid this.

2. A single certificate of dispatch and, if the customs laws are not opposed to it, a single customs declaration may serve for several ordinary parcels, up to the number of three, mailed by the same sender and destined for the same person.

This provision does not apply to parcels marked with trade charges, or parcels with declared value, each of which must be accompanied by a separate certificate of dispatch.

3. Forms of certificates of dispatch which are not printed in the French language must bear an interlinear translation in that language.

4. Certificates of dispatch accompanying parcels with declared value must bear on each parcel the impression of the seal which has served for sealing the parcel, as well as the indication of the declared value, according to the rules mentioned under paragraph fourth of Section 1 of Article V of the present Regulations.

The exact weight, in kilograms and grams, of each parcel with declared value must be entered by the post-office of origin, both on the address of the parcel and on the certificate of dispatch, in the place reserved therefor on that form.

5. The contracting Administrations decline all responsibility as regards the exactness of the customs declarations.

VII.

1. Every parcel, as well as the certificate of dispatch relating thereto, must bear a label conforming or similar to the Form D herewith annexed, and must indicate the number of entry and the name of the post-office of mailing.

2. The post-office of mailing, moreover, impresses on the address side of the certificate of dispatch a stamp showing the place and date of mailing.

3. Each parcel with declared value or trade charges must bear a red label with the indication "declared value" or "trade charges to collect" in Latin characters.

4. Any Administration whose domestic regulations at present prohibit the use of labels is allowed to temporarily substitute for the labels referred to in Sections 1 and 3 of the present Article, impressions of stamps.

5. Parcels to be delivered by special messengers are, the same as the certificate of dispatch, stamped with a stamp, or have a label attached to them showing in large characters the word "exprès."

6. When parcels contain coin, gold or silver substances, or other precious articles, the labels prescribed by Sections 1, 3, and 5 preceding must be spaced so that they can not serve to hide breaks in the wrappers; and they must not be folded on two sides of the wrapper, so as to cover the edge of the parcel.

VIII.

1. Parcels which are to be delivered to the addressees free of charges must bear, both on the address and on the certificates of dispatch, the indication "To be delivered free of charges."

2. The post-offices of mailing collect from the senders a sufficient deposit; they add to the documents which accompany the parcel a certificate of prepayment conforming or similar to the Form E annexed hereto. After the delivery of the parcel the post-office of destination completes the certificate of prepayment by entering the charges which are due, and credits itself over against the post-office of mailing with the amounts laid out, following the method indicated in Article XIV of these Regulations; for reforwarded parcels; the certificate of prepayment must be annexed to the card giving charges due to the Office of destination, and, if necessary, to each of the intermediary Offices.

IX.

1. The exchange of postal parcels between adjacent countries, or between countries connected by means of a direct maritime service, is effected by the post-offices designated by the Administrations interested.

2. In the relations between countries separated by one or several intermediary territories the postal parcels must follow the routes agreed upon by the Administrations interested; they are delivered in open-mail to the first intermediary office, unless the Administrations interested have agreed to establish exchanges in closed sacks, baskets, or compartments, accompanied by direct parcel bills.

3. However, it is obligatory to use closed receptacles when the number of postal parcels is such as to hamper the operations of an intermediary Administration, if that Administration makes a statement to that effect.

The closed receptacles must be returned empty to the dispatching Office by the first mail, unless another agreement has been arrived at between corresponding Offices.

X.

The postal parcels are entered by the dispatching exchange Office on a waybill conforming to Form F annexed to the present Regulations with all the details which that Form calls for. The certificates of dispatch and the customs declarations, as well as the notices E and H or the return-receipts, are attached to the parcel bill.

XI.

1. When a return-receipt is requested for a postal parcel, the post-office of origin enters in writing on the parcel in a conspicuous manner the words "avis de réception" (return-receipt) or impresses a stamp showing the letters "A. R."

2. The return-receipt is prepared by the office of origin or by any other office designated by the dispatching Administration. If it does not reach the office of destination, that office prepares officially a new return receipt.

Return-receipts must be made out in the French language or bear an interlinear translation in that language.

3. The office of destination, after having duly filled out the form, returns it, either direct or through the intermediary of the exchange offices, to the office of origin, which transmits them to the sender of the parcel.

4. When the sender requests a return-receipt for a postal parcel subsequent to the mailing of the article, the office of origin reproduces on a return-receipt form the exact description of the parcel [office of origin, date of mailing, number, address]. This form is transmitted from Administration to Administration with the indication of the mail in which the parcel in question was delivered to the exchange service of the next Administration. The office of destination fills out the form and returns it to the office of origin in the manner prescribed in Section 3 preceding.

5. If a return receipt regularly requested by the sender at the moment of mailing has not reached the Office of origin within the time required by that Office, the method prescribed in Section 4 preceding is followed for obtaining the missing return-receipt. The office of origin enters at the head of the form the words: "Reclamation for a Return-Receipt, etc."

XII.

1. Upon the receipt of a parcel bill the exchange Office of destination proceeds to verify the postal parcels and the various documents entered on the parcel bill, and, if necessary, establishes the facts of parcels missing or other irregularities by means of a form conforming to Form G annexed to the present Regulations, and following the rules laid down for articles with declared value by Article IX of the Regulations for the execution of the Arrangement concerning declared values.

2. Unimportant differences regarding volume, dimensions, and weight are only notified by Bulletin of Verification.

3. All differences which may be found in the payments and placed in the accounts must be notified to the dispatching office by Bulletin of Verification. The Bulletins of Verification, which have been duly answered, must be attached to the way bills of the mails to which they relate. Corrections not supported by vouchers are not admitted.

XIII.

1. The amount of the trade charges to be collected must be indicated, in the currency of the country of origin, on the address of the parcels and on the certificate of dispatch, without erasure or change, even if such should be approved.

2. Every parcel forwarded with trade charges marked thereon must be accompanied by a notice conforming or similar to Form H annexed to the present Regulations, unless there be a contrary arrangement between the Administrations interested.

3. Immediately after the payment of the trade charges, the post-office of destination returns this notice to the dispatching exchange office.

The notices of trade charges are entered on the way bill, either collectively or individually, as they are more or less numerous.

4. In case the addressee does not pay the amount of the trade charges within seven days in the relations between European countries, and two weeks in the relations between European countries and countries outside of Europe and the relations between the non-European countries themselves, counting from the day which follows the day of arrival of the parcel, the parcel is treated as having become undeliverable, in conformity with the provisions of Section 3 of Article XIV of the present Regulations.

These periods may be extended to a maximum of two months by Administrations whose legislation requires this.

XIV.

1. Postal parcels, which, owing to a wrong address, are reforwarded, are forwarded to their destination by the most direct route at the disposal of the reforwarding office. If this reforwarding involves the return of the parcels to the dispatching Office, the amounts charged to that Office on the parcel bill are canceled, and the reforwarding post-office of exchange delivers these articles to the next post-office, a record being made thereof, after the error has been notified by a Bulletin of Verification. In the contrary case, and if the amount paid to the reforwarding Office is insufficient to cover the expenses of reforwarding which fall to its share, it credits itself with the difference by forcing up to the required amount the sum entered to its credit on the parcel bill of the dispatching post-office of exchange. The reason for such a correction is notified to said post-office by means of a Bulletin of Verification.

When a parcel has been erroneously admitted to the mails, through a mistake of the postal service, and must for this reason be returned to the country of origin, the same course is followed as if this parcel were to be returned to the dispatching Office, owing to a wrong direction.

2. Postal parcels reforwarded on account of a change of residence of the addressees must, as far as possible, be accompanied by the certificate of dispatch made out by the post-office of origin, or, in case of its loss, by a supplementary certificate. On these parcels there is levied upon the addressees by the Office of delivery a charge, representing the quota due to the last-mentioned Office, to the reforwarding Office, and, if necessary, to each of the intermediary Offices.

The reforwarding Office credits itself with its quota over against the intermediary Office, or the Office of the new destination. In cases where the country of reforwarding and the country of the new destination are not adjacent, the first intermediary Office which receives a reforwarded parcel credits itself with the amount of its quota and that of the reforwarding Office over against the Office to which it delivers the parcel; and the last-mentioned Office in its turn, if it is only an intermediary, credits itself over against the next Office with its own quota, in addition to those with which it has been debited by the preceding Office The same operation is repeated in the relations between the different Offices participating in the conveyance until the postal parcel reaches the Office of delivery.

However, if the charge for the further conveyance of a parcel about to be reforwarded is paid at the moment of reforwarding, the parcel is treated as if it had been addressed direct from the reforwarding country to the country of destination, and delivered to the addressee without charge for postage.

3. The senders of parcels which have become undeliverable are consulted as to the manner in which they desire to see them disposed of, unless by a notice (see Form I herewith) they have made request for its immediate return or its delivery to another addressee. This notice must be in a language known in the country of destination (with an interlinear translation in the language of the country of origin), and must be put on the certificate of dispatch and on the parcel itself.

The sender of a parcel which has become undeliverable may request—

(*a*) That the parcel may be immediately returned to him;

(*b*) That the parcel be delivered to another addressee, or that it be reforwarded to another destination, in order to be delivered to the first addressee or to another person;

(*c*) That the first addressee be advised once more.

Postal parcels which could not be delivered to the addressees for some reason or other, and whose senders, after having been consulted, abandon them, are not returned by the Office of destination, but are treated by that Office in accordance with its domestic legislation.

As a general rule, requests of the above-mentioned character are exchanged direct between the post-offices of destination and of origin. Each Administration may, however, require that requests which concern its service may be transmitted either to the Central Administration or to a post-office specially designated.

If, within two months from the dispatch of the notice, the post-office of destination has not received sufficient instructions, the parcel is returned to the post-office of origin. This period is extended to six months for the relations with countries beyond the sea. The return of the parcel must also be effected, even in cases where it is impossible to deliver it to its new address, except, however, in cases where the sender has added to his request another request (another address, notice that he abandons the parcel, etc.).

Nevertheless, articles subject to deterioration or corruption may be sold immediately, even when going or returning, without previous notice or judicial formality, for the benefit of the right person.

In case it is impossible for some reason or other to sell the articles subject to deterioration or corruption, they are destroyed, a record being kept of such sale or destruction.

A copy of the minutes of the transaction, accompanied by the certificate of mailing, is transmitted to the office of origin.

The money realized from the sale is used in the first place to cover any charges which may be due on the article. If there is any money left after these charges have been paid, it is transmitted to the Office of origin for delivery to the sender, who bears the expenses of such transmission. Charges which are not covered by the sale must be paid by the sender to the Office of origin.

Parcels to be returned to the senders are entered on the parcel bill, with the word "undeliverable" opposite the entry, in the column of observations. They are treated and charged as articles reforwarded owing to changes of residence of the addressees.

4. A parcel whose addressee has gone to a country not adhering to this Parcels Post Convention is treated as undeliverable, unless the Office of the first destination is prepared to forward the parcel to the addressee.

5. If a parcel during the operations of the exchange is found to come under any of the prohibitions provided by Article 12 of this Convention, it is purely and simply returned to the dispatching exchange post-office in the form provided by Section 1 of the present Article.

XV.

1. For inquiries for missing postal parcels use is made of a Form conforming or analogous to Form L attached to the present Regulations. The Office of the country of origin, after having entered on this Form the data relative to the transmission of the articles in question to the next service, transmits the Form direct to the Office of destination.

2. When the Office of destination is prepared to furnish information relative to the final disposition of the parcel, it returns the Form, on which the necessary information is entered, to the Office of origin.

3. When it can not be immediately ascertained in the service of the country of destination what disposition has been made of a parcel which has passed in open-mail through several services, the Office of destination transmits the form to the first intermediary Office, which, after having entered the data concerning the transmission of the article to the next service, transmits it to the next Office, and so forth, until the final disposition of the parcel has been ascertained. The Office which has delivered the parcel to the addressee, or which can not prove either its delivery or its regular transmission to another Administration, states that fact on the Form and returns it to the Office of origin.

4. The Forms L are printed in French, or bear an interlinear translation in that language. They are transmitted, without letter of transmission, in a sealed envelope, and are as far as possible subjected to the formalities of registration. Any Administration is at liberty to request, by a notification addressed to the International Bureau, that inquiries concerning its service shall be transmitted either to the Central Administration or to a post-office specially designated, or direct to the office of destination, or if that Administration has only served as an intermediary to the exchange Office to which the article has been forwarded.

XVI.

Requests for withdrawal of postal parcels and change of address are subject to the rules and formalities prescribed by Article XXIX of the Regulations of detail and order for the execution of the Universal Postal Convention.

XVII.

1. Each Administration causes to be prepared monthly, by each of its exchange offices, and for all the parcels received from the exchange offices of one and the same Administration, a statement in conformity with Form J annexed to the present Regulations, showing the sums entered on each parcel bill, either to its credit—for its own share and that of each of the Administrations interested in the charges levied by the dispatching Office—or to its debit—for its share (due to the reforwarding Office and the intermediary Offices in cases of reforwarding or undeliverability) of the charges to be recovered from the addressees.

2. The statements J are then recapitulated by the same Administration in an account K (see annexes). The Office of destination adds to its credit ¼ per cent of the amount of the trade charges marked in its service.

3. These accounts, accompanied by the statements J, the parcel bills, and, if necessary, the Bulletins of Verification relating to the month, are submitted to the corresponding Administration during the month which follows the one to which it relates.

The totals must never be corrected. Errors which may be discovered must form the subject of special statements.

4. After the monthly accounts have been verified and accepted by both parties, they are summed up in a general quarterly account by the creditor Administration.

The Administrations participating in this Convention have the liberty, however, to come to an agreement among themselves to have the monthly accounts summed up semiannually or annually.

5. The balance resulting from the reciprocal accounts between two Administrations is paid by the debtor Office to the creditor Office in effective francs by means of drafts on the capital or a commercial place of the creditor country, all charges caused by the payment of the drafts being paid by the debtor Office.

6. The preparation, transmission, and settlement of the accounts should be effected with as little delay as possible, at latest before the expiration of the next quarter. After that period has expired, the sums due by one Office to the other draw interest at the rate of 5 per cent per year, dating from the day of the expiration of said period.

7. There is reserved to the Administrations interested the liberty to adopt by common agreement other provisions than those formulated in the present Article.

XVIII.

The Administrations communicate to each other through the intermediary of the International Bureau, and at least three months before this Convention is put into execution—

(*a*) The provisions which they have adopted as regards the limit of weight, the declared value, cumbersome parcels, collection of trade charges, the number of parcels which may be accompanied by a single customs declaration, and the admission of written communications on the certificate of dispatch;

(*b*) If necessary, the limits of dimensions and volume provided by Section 2 of Article III of the present Regulations;

(*c*) The rates applicable in their service to postal parcels for each of the contracting countries, in conformity with Article 5 of the Convention concerning postal parcels, and Article 1 of the present Regulations;

(*d*) The names of the post-offices or localities which will participate in the exchange of postal parcels;

(*e*) An extract, in German, English, or French, of the provisions of their domestic laws and regulations applicable to the conveyance of postal parcels.

2. Any modification made subsequently, as regards the five points mentioned above, must be notified without delay in the same manner.

XIX.

1. In the interval which elapses between the meetings provided by Article 25 of the Universal Postal Convention, the Postal Administration of each contracting party has the right to address to the other participating Administrations, through the intermediary of the International Bureau, propositions in regard to the stipulations of the present Regulations.

2. Every proposition is subject to the mode of procedure determined by Article XLI of the Regulations for the execution of the Universal Postal Convention.

3. To become binding, the propositions must obtain—

(*a*) Unanimity of votes, if they relate to the addition of new provisions, or to the modification of the present Article or of Article XX;

(*b*) Two-thirds of the votes, if they relate to the modification of Articles II, III, IV, V, VI, VII, IX, X, XI, XII, XIII, and XIV;

(*c*) Simply an absolute majority, if they relate to the modification of other Articles, or to the interpretation of the various provisions of the present Regulations, except in the case of arbitration contemplated in Article 23 of the Universal Postal Convention.

4. The resolutions adopted in due form are made binding by a simple notification from the International Bureau to all the Administrations of the Union.

5. No modification or resolution adopted is binding until at least three months after its notification.

XX.

The present Regulations shall be put into execution on the day on which the Convention comes into force.

They shall have the same duration as the Convention, unless they be renewed by mutual agreement between the parties interested.

Done at Washington the 15th of June, 1897.

[Here follow the signatures.]

ANNEXES

A.

Dispatching Office of the present Table, ...

Receiving Office of the present Table, ...

Exchange of postal parcels between nonadjacent countries.

Table showing the conditions on which there may be transmitted in open-mail to the Post-Office of ....., by the Post-Office of ....., postal parcels destined for those countries, in the relations with which the first-mentioned office may serve as intermediary to the second.

Countries of destination.	Routes of transmission.	Designation of the intermediary countries and the maritime services to be employed.	Total charges to be paid by the Office of ..... to the Office of		Observations.
			Rate per weight.	Insurance per 300 francs.	
1.	2.	3.	4.	5.	6.

B.

(Front.)

Coupon may be detached by the addressee.

Stamp of the office of origin.

Name and residence of the sender.

.....

.....

.....

Country of origin.....

Certificate of dispatch.

Herewith....numbers of customs declarations.

Insured value.....

Amount of trade charges to be collected .....

For application of the postage stamp or indication of the charge levied.

For .....

.....

.....

[Place of destination] .....

[Street and No.] .....

Weight.	Custom duties.[1]	Route.
.....		
.....		
.....		

[1] This is to be filled out by the office of exchange through which the parcel entered the country of destination.

B.

(Back.)

Receipt of the addressee.

The undersigned declares that he has received {the parcel indicated / the parcels indicated} on the front of the present bulletin.

....., the ....., 189 .

.....
[Signature.]

C.

Place of departure; ..... Country of origin: ..... Place of destination: .....

Customs Declaration.

Postal parcels.		Designation of contents.	Value.	Weight.		Observations.
Number.	Kind.			Gross.	Net.	

....., 189.. .....Sender.

D.

475. Barmen 1.	475. Barmen 1.

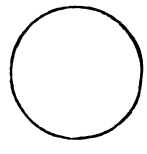
E.

Postal Administration
of.....

Parcels-post service Certificate of prepayment.

Notice to deliver to the addressee, free of entry charges, the postal parcel.. herewith, No. .....
dispatched from ..... for .....
Addressed to .....

Stamp of the dispatching office.



.....

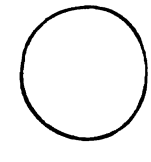
In returning the present notice, debit the office [1] ..... with the amount of the charges due but not paid.

Details of entry charges.	Amount.
.....	.....
.....	.....
Total	.....

Returned to the office of exchange of .....

[1] Give name of dispatching office.

Stamp of the office of destination.



Country of origin.....

Service
between.....
and.....

F.

Parcel bill showing postal parcels dispatched from the Exchange office of.....

for the Exchange office of.....

Dispatched [....th mail] on the ....., 18.., at ..... m.
Arrived [....th mail] on the ....., 18.., at ..... m.

Number—		Office—		Number of—			Weight of each parcel with declared value.	Declared value.	Fees and charges to be paid.				Amount of trade charges to be collected.		Observations.
									By the dispatching office to the receiving office.		By the receiving office to the dispatching office.				
Of order.	Of entry.	Of origin.	Of destination.	Postal parcels.	Certificates of dispatch.	Customs declarations.		Francs.	Fr.	Cms.	Fr.	Cms.	Fr.	Cms.	
1	2	3	4	5	6	7	8	9	10		11		12		13
		Totals....													

The official in charge of the office of dispatch:

.....

The official in charge of the office of destination:

.....

G.

Postal Administration of.....

PARCELS-POST SERVICE.

BULLETIN OF VERIFICATION

For the correction and the statement of the errors and irregularities of all kinds discovered in the mail from the exchange office of ..... for the exchange office of.....

Dispatch of the....., 189.., at..... m.

Date stamp.

MISSING PARCELS.

Number of—		Place of origin.	Address [as exact as possible].	Amount of postage paid.	Verification of the office of destination.	Observations.
Order.	Entry.					
.....	.....	.....	.....	.....	.....	.....

DAMAGE TO PARCELS.

[Description and apparent cause of damage, and other observations.]

Number of—		Place of origin.	Address of—		Contents.	Weight.	Declared value.	Description of receptacle [basket, sack, ect.].
Order.	Entry.		Sender.	Addressee.				
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....

IRREGULARITIES.

[Missing parcel-bill, wrapper or sealing insufficient, etc.]

ERRORS.						
Number of—		Place of origin.	Name and address of the addressee.	Weight.	Amount of postage paid.	Correction of the office of destination.
Order.	Entry.					
.....	.....	.....	.....	.....	.....	.....
Total.....			Total verified.....			

At....., the ....., 189..

The official in charge of the office of destination.

.....

At....., the ....., 189..

The official in charge of the dispatching office.

.....

H.

Country of origin .....

Notice of trade charges to be collected.

The office of ..... is requested to indicate below whether the parcel dispatched this day, under No. ....., addressed to M..... at ....., on which trade charges to the amount of fr. ..... cms. ..... are to be collected, has been delivered to the addressee, upon the payment of these charges.

At ....., the ..... 189..

Date stamp.

The dispatching office of exchange,

.....

The article indicated above arrived here on the .....

and was { delivered to the addressee on the....., upon payment of the trade charges; / refused by the addressee.....[indicate reasons for refusal].

At ....., the ..... 189..

Date stamp.

The exchange office of destination,

.....

I.

Form of request for return of a parcel, or for its delivery to another addressee.

Notice.

In case, for some reason, this parcel is held, I request

A(1) to cause it to be *returned immediately* at the risk and peril of the undersigned sender.

B(1) to deliver it to M .....

.....

.....

The sender.

[Name or firm, and address.]

(1) The sender must cross out, with his own hand, that part of the notice of which he does not make use.

J.

Postal Administration of .....

MONTHLY STATEMENT

Correspondence with the Office of .....

Of the sums reciprocally owed by the Postal Administration to ..... and the Postal Administration of ..... for charges on postal parcels delivered by the exchange offices subordinate to the first Administration to the exchange office of .....

Month of ....., 189..

Dates of the parcel bills.	1. Claim of the Office of destination. [Column 10 of Form F.]												2. Claim of the dispatching Office. Charges and Fees. [Column 11 of Form F.]												2. Claim of the dispatching Office. Amount of trade charges. [Column 12 of Form F.]												Observations.
	Mail from the office of		Mail from the office of		Mail from the office of		Mail from the office of		Mail from the office of		Mail from the office of		Mail from the office of		Mail from the office of		Mail from the office of		Mail from the office of		Mail from the office of		Mail from the office of		Mail from the office of		Mail from the office of		Mail from the office of		Mail from the office of		Mail from the office of		
	fr.	*cms*	*fr.*	*cms*	*fr.*	*cms*	*fr.*	*cms*	*fr.*	*cms*	*fr.*	*cms*	*fr.*	*cms*	*fr.*	*cms*	*fr.*	*cms*	*fr.*	*cms*	*fr.*	*cms*	*fr.*	*cms*	*fr.*	*cms*	*fr.*	*cms*	*fr.*	*cms*	*fr.*	*cms*	*fr.*	*cms*	*fr.*	*cms*	
1.....																																					
2.....																																					
3.....																																					
4, etc.....																																					
Totals for each exchange office.....																																					
General total of each claim																																					

Chief of the exchange office of destination,

.....

Postal Administration **K.**

of..... **ACCOUNT**

recapitulating the monthly statements of the transit ... exchange offices of.....*to the ...*

Month of.....

No. of order.	Designation of the exchange offices of destination.	Amount of the sums ... accounted ... each ... statement ... the ... Office ...
1.....		
2.....		
3.....		
4.....		
5, etc...		
	½ per cent on amount of trade charges effected by the Office of destination.....	
	Totals	
	Amount to the credit of the office of.....	

L.

Postal Administration of.....

INQUIRY FOR A POSTAL PARCEL.

To be filled out by the office of origin.

Office of mailing.....
Date of mailing.....
Number of entry.....
Address.....
Contents.....
Weight.....
Declaration of value.....
Trade charge.....
Request for return-receipt.....
[if so, add the letters A. R.]
Name and address of sender.....
Forwarded the....., 18..., by the exchange office of.....
to the exchange office of....., under No.....of the Way Bill.
Date..... Signature.....

To be filled out by the office of destination.

Postal Administration of.....
was delivered the....., 18..., to.....
The parcel described below
could not be discovered at the office of destination; and the present inquiry is, therefore, transmitted to the first intermediary Office in order to ascertain the data regarding its forwarding.
Date..... Signature.....

To be filled out by the intermediary Offices.

Postal Administration of.....
Reforwarded the....., 18..., by the exchange office of.....
to the exchange office of....., under No..... of the Way Bill.
Date..... Signature.....

Postal Administration of.....
Reforwarded the....., 18..., by the exchange office of.....
to the exchange office of....., under No.....of the Way Bill.
Date..... Signature.....

Postal Administration of.....
Reforwarded the....., 18..., by the exchange office of.....
to the exchange office of....., under No.....of the Way Bill.
Date..... Signature.....

FINAL DECLARATION

of the Office of destination, or of the intermediary Office which can not prove the regular transmission the parcel to the next Office.

ARRANGEMENT CONCERNING THE COLLECTION SERVICE CONCLUDED BETWEEN GERMANY AND THE GERMAN PROTECTORATES, THE GREATER REPUBLIC OF CENTRAL AMERICA, AUSTRIA-HUNGARY, BELGIUM, BRAZIL, CHILE, THE DOMINICAN REPUBLIC, EGYPT, FRANCE, ITALY, LUXEMBURG, NORWAY, THE NETHERLANDS, THE NETHERLANDS EAST INDIES, PORTUGAL AND THE PORTUGUESE COLONIES, ROUMANIA, SWEDEN, SWITZERLAND, TUNIS, AND TURKEY.

ARTICLE FIRST.

The collection service, between those contracting countries whose Postal Administrations agree to reciprocally undertake the service, is governed by the provisions of the present Arrangement.

ARTICLE 2.

1. There are admissible for collection receipted bills, invoices, promissory notes, drafts, interest and dividend coupons, amortized title deeds and generally all commercial or other values, payable without charge, whose amount does not exceed per article 1,000 francs coin or an equivalent sum in the money of each country. The Postal Administrations of two corresponding countries may, by common consent, adopt a higher maximum.

However, the Administrations which can not undertake the cashing of interest and dividend coupons and of amortized title deeds, shall advise the other Administrations thereof through the intermediary of the International Bureau.

2. The Postal Administrations of the contracting countries may likewise undertake to cause bills to be protested, to institute judicial proceedings as regards debts, and, by common consent, make the necessary provisions regarding this service.

ARTICLE 3.

The amount of the values to be collected must be given in the money of the country charged with the collection.

ARTICLE 4.

1. The transmission of values to be collected is effected by registered letter addressed directly by the sender to the post-office which is to collect the amount.

2. The same article may contain several values to be collected by one and the same post-office from different debtors for the benefit of one sender. However, the same article must not contain values to be collected from more than five debtors.

ARTICLE 5.

1. The charge for an article transmitted in conformity with Article 4 preceding, must not exceed that of a registered letter of the same weight. This charge goes entirely to the Postal Administration of the country of origin.

2. A receipt for the article is furnished to the sender free of charge at the moment of mailing.

ARTICLE 6.

Part payments are not admitted. Each value must be paid in full and at one time; if not, it is considered as refused.

ARTICLE 7.

1. The Postal Administration charged with the collection levies on the amount of each value collected a charge of 10 centimes or its equivalent in the money of the country of destination.

2. These charges do not form the subject of an account between the Administrations interested.

ARTICLE 8.

1. The sum which has been collected, after deducting—
(*a*) the charge fixed by Article 7;
(*b*) the ordinary fee for money orders, and
(*c*) any stamp duties which may apply to the values—
is converted by the post-office which has made the collection into a money order in favor of the sender. This money order is forwarded to him free of charge.

2. The values which could not be collected are returned to the post-office of mailing free of postage, and without being liable to any other charge. The Administration charged with the collection is not bound to take any measures for guarding any legal rights involved or to make any statement concerning nonpayment.

ARTICLE 9.

1. The provisions of the Arrangement concerning the exchange of money orders are applicable in everything, which is not contrary to the present Arrangement, to money orders issued in virtue of Article 8 preceding for the payment of values collected by the post-office.

However, collection money orders which have not been paid to the payees for some reason or other are not refunded to the senders, but the amount, after the legal term has expired, goes to the Administration of the dispatching country of the values to be collected.

2. These money orders are admitted up to the maximum amount fixed in virtue of Section 1 of Article 2.

ARTICLE 10.

1. Except in cases of *force majeure*, the loss of a registered letter containing values for collection gives rise for the benefit of the sender to an indemnity of 50 francs, subject to the conditions determined by the Universal Postal Convention; the reservation contained in the final protocol of that Convention not being applicable to collections.

2. The cases where a letter containing values which have not been collected is lost, come under the provisions of Section 1, above.

2. In case of loss of the sums which have been collected, the Administration to whose service the loss is attributable is bound to refund the entire amount of the sums lost.

ARTICLE 11.

No responsibility attaches to the Administrations for delays in transmission, either of registered letters containing values for collection or of these values, or of the money orders issued in payment of these values.

ARTICLE 12.

The stipulations of the present Arrangement do not restrict the right of the contracting parties to maintain and conclude special arrangements, as well as to maintain and establish more limited unions, with the view to improve the international collection service.

ARTICLE 13.

Moreover, the present Arrangement does not affect the domestic legislation of the contracting countries in any point not provided for by the present Arrangement.

ARTICLE 14.

1. It is understood that wherever the formal provisions of the present Arrangement fail to cover a case, each Administration has the right to apply the provisions concerning this matter which are in force in its domestic service.

2. It is, however, expressly prohibited to levy, either in the country of origin or in the country of destination, any charges or fees other than those contemplated by the present Arrangement.

ARTICLE 15.

Any Administration may, under extraordinary circumstances justifying the measure, temporarily suspend the collection service, either in a general manner or in part, on condition that immediate notice thereof be given, if necessary by telegraph, to the Administration or Administrations interested.

ARTICLE 16.

1. The Postal Administrations of the contracting countries admit to the collection service all post-offices authorized to participate in the international money-order service.

2. They regulate, by common consent, the mode of mailing and transmission of values to be collected, as well as all other measures of detail and order necessary to assure the execution of the present Arrangement.

ARTICLE 17.

The States of the Union which have not taken part in the present Arrangement will be admitted to adhesion thereto upon their demand, and in the form prescribed by the Universal Postal Convention for adhesions to the Universal Postal Union.

ARTICLE 18.

1. In the interval which elapses between the meetings contemplated by the Universal Postal Convention, the Postal Administration of any of the contracting countries has the right to address to the other participating Administrations, through the intermediary of the International Bureau, propositions concerning the collection service.

In order to be brought under deliberation, each proposition must be supported by at least two Aministrations not counting the one from which the proposition emanates. When the International Bureau does not receive at the same time as the proposition, the necessary number of declarations of support, no notice is taken of the proposition.

2. Every proposition is subject to the mode of procedure determined by section 2 of Article 26 of the Universal Postal Convention.

3. To become binding the propositions must obtain—

First. Unanimity of votes if they relate to the addition of new provisions or to the modification of the provisions of the present Article and of Articles 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 17, and 19 of the present Arrangement;

Second. Two-thirds of the votes if they relate to the modification of Article 16;

Third. Simply an absolute majority if they relate to the interpretation of the provisions of the present Arrangement, except in the case of arbitration contemplated in Article 23 of the Universal Postal Convention.

4. The resolutions, adopted in due form, are made binding in the first two cases by a diplomatic declaration, and in the third case by an administrative notice, according to the form provided by the Universal Postal Convention.

5. No modification or resolution adopted is binding until at least three months after its notification.

ARTICLE 19.

1. The present Arrangement shall be put into execution on the 1st of January, 1899.

2. It shall have the same duration as the Universal Postal Convention, without prejudice to the right of each country to withdraw from this Arrangement upon a notice given one year in advance by its Government to the Government of the Swiss Confederation. During that year the Arrangement shall continue in full force in all its provisions without prejudice, to the settlement of accounts after the expiration of said term.

3. From the date on which the present Arrangement takes effect all the stipulations previously agreed upon between the different Governments or Administrations of the contracting parties, in so far as those stipulations are not in accordance with the terms of the present Arrangement, are abrogated, without prejudice to the rights reserved by Article 12.

4. The present Arrangement shall be ratified as soon as possible. The acts of ratification shall be exchanged at Washington.

Done at Washington the 15th of June, 1897.

[Here follow the signatures.]

REGULATIONS OF DETAIL AND ORDER FOR THE EXECUTION OF THE ARRANGEMENT CONCERNING THE COLLECTION SERVICE, CONCLUDED BETWEEN GERMANY AND THE GERMAN PROTECTORATES, THE GREATER REPUBLIC OF CENTRAL AMERICA, AUSTRIA-HUNGARY, BELGIUM, ETC.

I.

1. Every value placed in the post-office for collection must—

(*a*) Bear an indication of the sum to be collected written out in full (Latin letters), and in the money of the country of destination, of the name and address of the debtor, as well as the signature of the sender, for receipt;

(*b*) Be subjected to any stamp duties which may be due in the country of origin;

(*c*) Be entered on a list conforming to Form A annexed to the present Regulations;

(*d*) Be transmitted, with the list, to the post-office of destination in an envelope conforming or analogous to Form B attached to the present Regulations, and bearing postage stamps representing the charge fixed by Article 5 of this Arrangement.

2. The inclosures of value mailed for collection must be attached thereto.

3. Interest or dividend coupons relating to values of one and the same category and to be collected from one and the same person must be previously entered on a special Bulletin. They are then considered as forming only a single value.

In derogation of the stipulations given under "*a*" of Section 1 above, for this kind of value, the amount to be collected may be indicated in figures.

II.

1. It is prohibited to make on the collection list any annotations other than those called for by the text of that Form, or to join to the values any letters or notes taking the place of correspondence between creditor and debtor. If such annotations are found on the list they are entirely ignored; separate letters or notes are returned, free of charge, to the sender, through the intermediary of the post-office of origin, with a slip indicating the reason for return, e. g., the words "Transmission prohibited."

Vouchers (e. g., bills of lading, reexchanges, acts of protest, etc.), which must be delivered to the debtor only in case of payment of the values which they accompany, do not come under this prohibition.

2. It is not permitted to place in one and the same article values becoming due on different days.

III.

1. The envelope containing values for collection, with the collection list, is sealed by the sender and mailed at the post-office; it must bear the exact name and address of the sender and be subject to the formality of registration.

2. If an envelope containing values, duly prepaid, is found in a letter box, it is treated as if it had been mailed at the post-office. In case of nonpayment of postage or insufficient prepayment, circulation is not given to the article.

IV.

1. The chief of the post-office of destination opens the registered letter and verifies the number of pieces inclosed with the collection list, as well as their amount. The result of this verification is entered on the collection list and certified by the signature of the chief of the post-office of destination.

2. When the number of pieces announced by the list is not found in the envelope, the chief of the post-office of destination immediately advises the dispatching post-office of the fact, which in its turn notifies the sender; he, nevertheless, proceeds to collect the values found to be in proper form, after having made a note of the missing values opposite their entry on the list.

V.

The values inserted in an envelope found in a letter box (section 2 of Article III preceding) are given out for collection, even when the name and address of the sender are not given either on the envelope or on the collection list, or on the values themselves. But in that case the chief of the post-office of destination, after the collection has been made, and in case he can not get the desired information from the debtor, reports the fact to his own Administration, which then requests the Administration of the country of origin to furnish the name and address of the sender.

FOREIGN MAILS—COLLECTION [illegible]

VI

[illegible] to [illegible] as soon as possible, if practicable [illegible]

VII

[illegible]

10

[illegible]

which, for the money-order service, require the intervention of exchange post-offices the articles referred to in the present paragraph are likewise transmitted through the intermediary of these post-offices.

2. The list mentioned in section 1 preceding must contain:

(*a*) The impression of the date stamp of the post-office charged with the collection;

(*b*) The name and address of the sender, date of mailing, and amount of the values mailed;

(*c*) The amount of the money order;

(*d*) Itemized amount of charges;

(*e*) Amount of values collected;

(*f*) Number and amount of values not collected.

3. The total of the money order and the charges must be equal to the amount of the values collected.

4. The total of the sums collected added to those not collected must be equal to the exact amount of the values originally mailed.

5. Indications in the list which are not used are crossed out.

6. Missing or irregular lists are claimed or returned direct from one post-office to the other.

7. In case of inquiries for values to be collected, a duplicate of the list which accompanied the values must be furnished by the sender, to be transmitted with the inquiry, to the office of destination, under official registration.

XII.

1. The Administrations of the contracting countries communicate to each other through the intermediary of the International Bureau, and at least three months before the Arrangement takes effect, an extract from the provisions of their domestic laws and regulations applicable to the collection service, especially as regards the cashing of interest coupons and of amortized title deeds.

2. Any subsequent modification must be notified, without delay, in the same manner.

XIII.

1. In the interval which elapses between the meetings, the Postal Administration of any of the contracting countries has the right to address to the other participating Administrations, through the intermediary of the International Bureau, propositions in regard to the provisions of the present Regulations.

2. Every proposition is subject to the mode of procedure determined by Article XLI of the Regulations for the execution of the Universal Postal Convention.

3. To become binding the propositions must obtain—

First. Unanimity of votes, if they relate to the addition of new provisions or to the modification of the provisions of the present Article and of Articles I, II, III, VI, VIII, IX, X, and XIV of the present Regulations;

Second. Two-thirds of the votes, if they relate to the modification of Articles V, VII, and XI;

Third. Simply an absolute majority, if they relate to the modification of other Articles or the interpretation of the provisions of the present Regulations, except in the case of arbitration contemplated in Article 23 of the Universal Postal Convention.

4. The resolutions adopted in due form are made binding by a notification from the International Bureau to all the Administrations of the Union.

5. No modification or resolution adopted is binding until at least three months after its notification.

XIV.

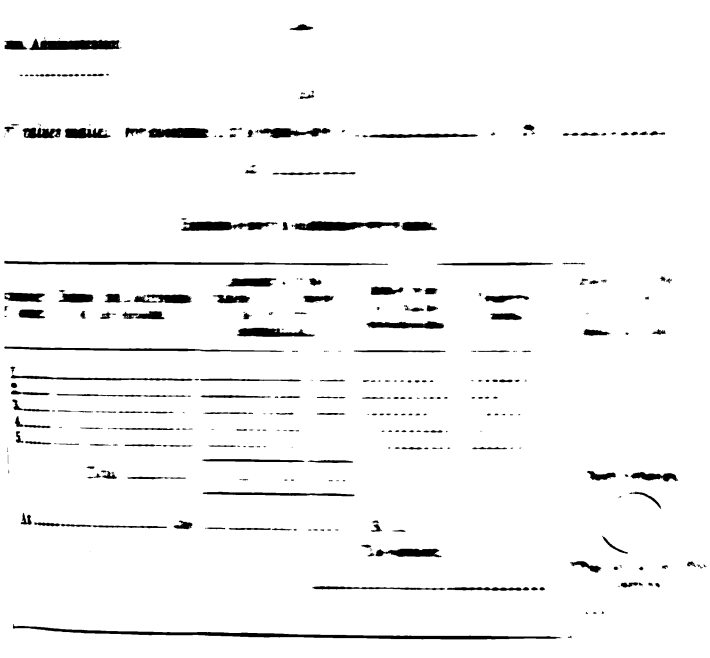
1. The present Regulations shall be put into execution on the day on which the Arrangement comes into force.

2. They shall have the same duration as the Arrangement, unless they be renewed by mutual agreement between the parties interested.

Done at Washington the 15th of June, 1897.

[Here follow the signatures.]

[redacted]



Sent by Mr. .....

Residing at .....

Values to be collected.

Post-office of .....

[Province or Department of

C.

Memorandum to be transmitted to the sender.

Postal Administration of .....

Date stamp of the office which has made the collection.

Values to the amount of .....
mailed on the ..... by Mr. .....
residing at ..... have been cashed to the amount of
.....

This sum, after deducting the charges detailed below, is represented by the money order inclosed herewith.

	Amount of the values mailed			
	Amount of the* ..... values not collected			
	Amount of the values collected			
To be deducted.	Money order fee			
	Charge for collection			
	Stamp duty			
	Credit to the sender			

*Give the number in words.

D.

Postal Administration of .....

Official registration.

Values not collected.

Mr. .....

at .....

[Province or Department of .....]

[This letter must be delivered free of postage charges.]

what articles of
icles are to

y

he

ion of

stub one

elivery to the

them validity

ntity must retain
to issue to him a

e free from all respon-
le has been delivered,
ntity and signed by the

ust communicate the fact—
us to be, or to the nearest

k.
uences of the loss of his book.

referred to in Section 1 of Article
ny article or the payment of any
ook.

ountry of issue to take all the neces-
book upon the information furnished

17.

ot taken part in the present Arrangement
their demand and in the form prescribed
vention concerning adhesion to the Univer-

ON THE BACK.

The personal description of the holder, and a blank space intended for the visé.

Each sheet for receipt is composed of two stubs and two receipts. Each stub bears the inscription:

Coupon No. ...., the ....., 189..

I have { delivered to me / or / cashed } at the post-office of ..... { an article / or / a money order } .....

Signature of the holder .....

The stub is joined to the receipt by a transverse space bearing the words "Universal Postal Union. Book of identity." Between the words "Union" and "Book" a space is reserved for a stamp giving the name of the office of issue.

On the front of the receipt the following is given:

"Upon the presentation of this book and upon the delivery of this receipt the post-offices of the contracting countries are obliged to deliver to the holder of this book any article of mail matter calling for a receipt, and to pay to him any money order addressed to him, if the signature written on the stub and on the receipt is found to be identical with the one given in the front of the book."

On the back of the stub the following is given:

"Upon the presentation of this coupon,
Article No. .... has been delivered, / or / Money order .... has been paid, } originating in the post-office of .....
Signature of the addressee .....
Signature of the postal official ....."

3. The sheets of the books, duly numbered, are attached to the cover by a ribbon in the national colors of the country of origin, and the two ends of this ribbon are fastened to the inner side of the back cover by an official seal.

ARTICLE 3.

1. The forms of the books of identity are worded in the language of the country which issues them.

2. After the last sheet of the receipts brief instructions are given in the language of each of the countries adhering to the Arrangement for the purpose of furnishing the post-offices with the necessary explanations for the execution of this branch of the service.

ARTICLE 4.

1. The Postal Administrations of the contracting countries designate, each for its own service, the functionaries who are authorized to issue books of identity.

2. They likewise determine, each for its own service, what documents are needed for proving the identity of persons making requests for books of identity when they are not personally known to the functionaries authorized to issue books of identity.

ARTICLE 5.

1. Ordinary articles are delivered to the owners of books of identity simply upon the presentation of these books.

2. Articles to be delivered upon a receipt are delivered and payments of money orders are made to addressees presenting a book of identity upon the delivery to the postal official of the receipts detached from the book and duly signed.

3. However, when the bearer of a book of identity is well known at the post-office, it is not obligatory to demand the presentation of his book, nor to detach the receipts therefrom when he has delivered to him articles calling for a receipt or when he has any money orders cashed.

ARTICLE 6.

1. Articles of correspondence must be delivered and the amount of money orders must be paid to holders of books of identity in person.

2. Ordinary articles, however, may be delivered to a third party duly authorized thereto upon the presentation of the book, and other articles upon the presentation of the receipts signed by the holder of the book and detached therefrom; but the post-office of destination is authorized to deliver articles to a third party presenting a book of identity, or to pay a money order to such a party only upon a receipt (for the presentation of which good reasons must be furnished) given by the latter.

ARTICLE 7.

The laws or regulations of the country of destination determine what articles of correspondence are to be considered as ordinary articles, as well what articles are to be delivered only upon a receipt or special acknowledgment.

ARTICLE 8.

1. The price of a book of identity is fixed at 50 centimes, exclusive of the cost of the photograph which must be delivered to the post-office by the person who makes a request for such a book.
2. Administrations, however, which think they can not furnish books of identity at that price may raise the price to the maximum of 1 franc.
3. The receipts delivered to the post-office of destination can not give rise to the collection of any postage charges from the holder of the book.

ARTICLE 9.

Each Administration keeps the entire sums which it has received in execution of the preceding Article.

ARTICLE 10.

The receipts contained in the book of identity are detached from the stub one after the other, strictly following the order of paging.

ARTICLE 11.

1. Books of identity are valid for three years from the day of their delivery to the holders.
2. At the expiration of that term they may be visćed, which gives them validity for another year.

ARTICLE 12.

The post-office which receives the last receipt of a book of identity must retain its stub, and, if the holder demands it, cause his Administration to issue to him a new book of identity without requiring other proofs of identity.

ARTICLE 13.

The Postal Administrations of the contracting countries are free from all responsibility as soon as a money order has been paid or an article has been delivered, upon the delivery of a receipt detached from the book of identity and signed by the holder.

ARTICLE 14.

1. In case of the loss of a book of identity the holder must communicate the fact—
First. To the post-office of the place where he happens to be, or to the nearest post-office;
Second. To the Administration which issued the book.
2. In any case he remains responsible for the consequences of the loss of his book.

ARTICLE 15.

After such notice has been given, the post-office referred to in Section 1 of Article 14 preceding temporarily refuses the delivery of any article or the payment of any money order claimed on the strength of the lost book.

ARTICLE 16.

It is the duty of the Administration of the country of issue to take all the necessary measures for the cancellation of the lost book upon the information furnished by the holder.

ARTICLE 17.

The countries of the Union which have not taken part in the present Arrangement will be admitted to adhere thereto upon their demand and in the form prescribed by Article 24 of the Universal Postal Convention concerning adhesion to the Universal Postal Union.

ARTICLE 18.

1. In the interval which elapses between the meeting contemplated by Article 25 of the Universal Postal Convention the Postal Administration of any of the contracting countries has the right to address to the other participating Administrations, through the intermediary of the International Bureau, propositions concerning the service of books of identity.

In order to be brought under deliberation, each proposition must be supported by at least two Administrations, not counting the one from which the proposition emanates. When the International Bureau does not receive, at the same time as the proposition, the necessary number of declarations of support, no notice is taken of the proposition.

2. Every proposition is subject to the mode of procedure determined by Section 2 of Article 26 of the Universal Postal Convention.

3. To become binding the propositions must obtain:

First. Unanimity of votes, if they relate to the addition of new provisions, or to the modification of the provisions of the present Article and of Articles 1, 4, 5, 6, 7, 9, 11, 12, 13, 17, and 19 of the present Arrangement;

Second. Two-thirds of the votes if they relate to the modification of other Articles;

Third. Simply an absolute majority if they relate to the interpretation of the provisions of the present Arrangement, except in the case of arbitration contemplated in Article 23 of the Universal Postal Convention.

4. The resolutions adopted in due form are made binding, in the first two cases, by a diplomatic declaration, and in the third case by an administrative notice, in the form indicated in Article 26 of the Universal Postal Convention.

5. No modification or resolution adopted is binding until at least three months after its notification.

ARTICLE 19.

1. The present Arrangement shall be put into execution on the 1st of January, 1899.

2. It shall have the same duration as the Universal Postal Convention, without prejudice to the right reserved to each country to withdraw from this Arrangement upon a notice given one year in advance by its Government to the Government of the Swiss Confederation.

3. The present Arrangement shall be ratified as soon as possible. The acts of ratification shall be exchanged at Washington.

Done at Washington the 15th of June, 1897.

[Here follow the signatures.]

UNIVERSAL POSTAL UNION.

BOOK OF IDENTITY NO. ....

[Place reserved for the photograph of the holder.]

[Signature of the holder.]

The Postal Administrations are freed from all responsibility in case of loss of the present book.

Postal Administration of .....
Book of indentity No. ....
Valid from ..... to .....

The undersigned declares that the signature given below and on the photograph has been written with his own hand, by .....

(1) Given name and family name, ...
(2) Age, ...
(3) Profession, ...
(4) Residence, ...

whose identity has been duly established.

In faith of which the present book has been delivered to him, valid for three years from this date,

At ....., the ....., 18..
Signature of the holder .....
Signature of the postal official .....

DESCRIPTION.

1. Height, meters	6. Mouth .....
2. Forehead	7. Complexion .....
3. Eyes	8. Hair .....
4. Nose	9. Particular marks.....
5. Chin	Visa .....

(Front of coupon.) Coupon No. 1.

This ..... of ....., 18..

I have { received / or / collected } at the post-office of .....

an { article / or a / money order. } .....

Signature of the holder .....

Universal Postal Union. Book of identity.

Upon the presentation of this book, and upon the delivery of this receipt, the post-offices of the contracting countries are bound to deliver to the holder of this book any article of correspondence asked for which calls for a receipt, and to pay him any money order made payable to him, if the signature on the stub is found to be identical with the one given above.

(Back of coupon.)

The coupons must be detached from the stub one after the other in the order of paging.
The post-office which receives the last coupon retains the stub.

Universal Postal Union. Book of identity.

Upon the presentation of this coupon
there has been delivered article / or / there has been paid money order } No. .... originating in the post-office of .....
Signature of the addressee .....
Signature of the official of the post-office of destination .....

INSTRUCTIONS.

Before a registered letter or article with declared value or postal parcel is delivered, and before a money order is paid, the postal official must make sure that the photograph reproduces the features of the holder of the book, and that the signature on the coupon for the receipt is the same as that found on the photograph, and on the first page of the book of identity. The responsibility of the Postal Administration ceases as soon as an article has been delivered, or a money order has been paid, upon the delivery of a coupon duly signed.

ARRANGEMENT CONCERNING THE INTERVENTION OF THE POST-OFFICE IN SUBSCRIPTIONS FOR NEWSPAPERS AND PERIODICAL PUBLICATIONS CONCLUDED BETWEEN GERMANY AND THE GERMAN PROTECTORATES, THE GREATER REPUBLIC OF CENTRAL AMERICA, AUSTRIA-HUNGARY, BELGIUM, BRAZIL, BULGARIA, CHILE, REPUBLIC OF COLOMBIA, DENMARK, THE DOMINICAN REPUBLIC, EGYPT, GREECE, ITALY, LUXEMBURG, NORWAY, THE NETHERLANDS, PERSIA, PORTUGAL AND THE PORTUGUESE COLONIES, ROUMANIA, SERVIA, SWEDEN, SWITZERLAND, TURKEY, AND URUGUAY.

ARTICLE FIRST.

The postal service of subscriptions for newspapers and periodical publications between those contracting countries whose Postal Administrations agree to reciprocally establish this service is governed by the provisions of the present Arrangement.

ARTICLE 2.

The post-offices of each country receive subscriptions from the public for newspapers and periodical publications published in the various contracting countries.

This service extends likewise to publications of any other countries which certain Administrations are prepared to furnish, with the reservation that the provisions of Article 16 of the Universal Postal Convention apply.

ARTICLE 3.

1. The subscription price for the entire term of the subscription, must be paid at the moment when the subscription is taken. Modifications of price only apply to new subscriptions. They have no retroactive force.

2. No subscriptions are taken except for the terms given in the official lists.

ARTICLE 4.

The Postal Administrations in becoming intermediaries for subscriptions assume no responsibility as regards the duties and obligations incumbent upon the publishers.

They are not bound to refund any money in case of the cessation or interruption of a publication during the term of subscription.

ARTICLE 5.

The international subscription service is effected through the intervention of exchange offices to be designated by each Administration, respectively.

ARTICLE 6.

1. Each Administration fixes the prices at which it furnishes to other Administrations its own publications, and if necessary, the publications of any other origin.

In no case may these prices be higher than those paid by subscribers in the country of publication, except that in the relations between nonadjacent countries the transit charges due to the intermediary Offices are added. [Article 4 of the Universal Postal Convention.]

2. The transit charges are fixed in advance on the basis of the periodicity of the publications and their average weight.

ARTICLE 7.

1. The Postal Administration of the country of destination fixes the price to be paid by the subscriber, adding to the net price fixed in virtue of Article 6 preceding such charges for commission and delivery as it deems proper to adopt, which charges, however, must not exceed those which are levied on subscriptions in its own country. If the legislation of its country requires a stamp duty, a charge to cover this is added.

2. When two countries maintaining a reciprocal subscription service have not the same monetary system, the net price is converted by the Office of the country of destination into the money of that country. If the Administrations have adhered to the Arrangement concerning money orders, the conversion is made according to the rate established for money orders, unless the Administrations agree upon another rate.

ARTICLE 8.

The charges established in virtue of Articles 6 and 7 preceding do not give rise to any special account between the corresponding Offices.

ARTICLE 9.

The Postal Administrations are bound to forward to the parties concerned, without charge to the subscribers, any well-grounded complaint concerning delays and and irregularities in the subscription service.

ARTICLE 10.

1. The accounts of subscriptions for newspapers furnished and ordered are prepared quarterly. After having been mutually examined and accepted these accounts are paid in coin money of the creditor country.

2. Unless there is a contrary understanding between the Offices interested, the difference is paid as soon as possible by money order.

When two corresponding countries do not have the same monetary system the smaller credit is converted into the money of the larger credit, in conformity with Article 6 of the Arrangement concerning money orders.

3. The money orders issued for that purpose are not subject to any charge, and may exceed the maximum determined by the money-order Arrangement.

4. Delayed payments draw interest at 5 per cent per annum in favor of the creditor Administration.

ARTICLE 11.

The stipulations of the present Arrangement do not restrict the right of the contracting parties to maintain or conclude special arrangements for the purpose of improving, facilitating, or simplifying the international subscription service.

ARTICLE 12.

The countries of the Union which have not taken part in the present Arrangement are admitted to adhesion upon their demand and in the form prescribed by Article 24 of the Universal Postal Convention concerning adhesions to the Universal Postal Union.

ARTICLE 13.

The Postal Administrations of the contracting countries fix the form of the accounts designated in Article 10 preceding the periods at which they must be prepared, and regulate all other measures of order and detail necessary to assure the execution of the present Arrangement.

ARTICLE 14.

It is understood that in cases not covered by any formal provisions of the present Arrangement, each Administration is at liberty to apply the provisions governing the matter in its domestic service.

ARTICLE 15.

1. In the interval which elapses between the meetings contemplated by the Universal Postal Convention, the Postal Administration of any of the contracting countries has the right to address to the other participating Administrations, through the intermediary of the International Bureau, propositions concerning the subscription service.

In order to be brought under deliberation, each proposition must be supported by at least two Administrations not counting the one from which the proposition emanates. When the International Bureau does not receive at the same time as the proposition, the necessary number of declarations of support, no notice is taken of the proposition.

2. Every proposition is subject to the mode of procedure determined by Section 2 of Article 26 of the Universal Postal Convention.

3. To become binding the propositions must obtain—
First. Unanimity of votes if they relate to the addition of new provisions, or the modification of the provisions of the present Article and of Articles 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 14, 16, and 17 of the present Arrangement;
Second. Two-thirds of the votes if they relate to a modification of Article 13;
Third. Simply an absolute majority if they relate to the interpretation of the provisions of the present Arrangement, except in the case of arbitration contemplated by Article 23 of the Universal Postal Convention.
4. The resolutions adopted in due form are made binding, in the first two cases, by a diplomatic declaration, and in the third case by an administrative notice, according to the form indicated in Article 26 of the Universal Postal Convention.
5. No modification or resolution adopted is binding until at least three months after its notification.

ARTICLE 16.

1. The present Arrangement shall be put into execution on the 1st of January, 1899.
2. It shall have the same duration as the Universal Postal Convention, without prejudice to the right reserved to each country to withdraw from this Arrangement upon a notice given one year in advance by its Government to the Government of the Swiss Confederation.
3. Current subscriptions must be served in the conditions provided by the present Arrangement until the expiration of the term of the subscription.

ARTICLE 17.

1. From the date on which the present Arrangement takes effect, all the stipulations concerning the subject previously agreed upon between the Governments or Administrations of the contracting parties, in so far as those stipulations are not in accordance with the terms of the present Arrangement, are abrogated without prejudice to the rights reserved by Article 11.
2. The present Arrangement shall be ratified as soon as possible. The acts of ratification shall be exchanged at Washington.
3. In faith of which, the plenipotentiaries of the countries enumerated above have signed the present Arrangement at Washington, the 15th of June, one thousand eight hundred and ninety-seven.
[Here follow the signatures.]

REGULATIONS OF DETAIL AND ORDER FOR THE EXECUTION OF THE ARRANGEMENT CONCERNING THE INTERVENTION OF THE POST-OFFICE IN SUBSCRIPTIONS FOR NEWSPAPERS AND PERIODICAL PUBLICATIONS CONCLUDED BETWEEN GERMANY AND THE GERMAN PROTECTORATES, THE GREATER REPUBLIC OF CENTRAL AMERICA, AUSTRIA-HUNGARY, BELGIUM, BRAZIL, ETC.

I.

Each Administration advises the other Aministrations interested what exchange offices it has designated for the relations with each of them.

II.

The exchange offices correspond direct with each other concerning all matters relating to the subscription service.

III.

1. The Postal Administrations exchanging subscriptions communicate to each other a list (Form A annexed hereto) of the publications which can be subscribed for through their intermediary, indicating the conditions of subscription and the net price, including transit charges, in gold, applying, if necessary, an average rate for converting their currency into gold. This list likewise gives the average weight, in grams, of each publication.
2. Any subsequent modifications of this list are immediately notified from Office to Office, through the intermediary of the exchange post-offices, as these modifications are made.

ANNEXES.

A.

Postal Administration of.....

No. of order ....

List of newspapers ....., with indication of price and conditions of subscription.

Title of papers.	Place of publication.	Periodicity.	Average weight (grams).	Term of subscription.	Net price.	Transit charges.	Total.	Observations.

B.

Postal Administration of .....

No. of order ....

List of subscriptions for ..... newspapers.

Designation of the papers.	Place of publication.	Periodicity.	Date on which the subscription begins.	Duration (months).	Office of destination.	Number of subscriptions.	Number of previous subscriptions.	Total per office.	Number of subscriptions furnished previously to one subscriber, and ordered by the same exchange office.	General total.	Observations.

At ....., the ....., 189 ....

.....

[Signature of postal official.]

XI.

1. In case the publication of a journal is interrupted or stopped, through some fault of the publisher, the Administrations lend their aid to obtain, if possible, the repayment to the subscribers of the subscription price for the period during which the paper has not been served.

2. The Offices advise each other what papers are prohibited.

XII.

1. Unless there be a contrary arrangement, each exchange post-office prepares, as soon as the quarterly orders may be considered as closed, and at the very latest on the 20th day of the second month of the quarter, for its corresponding post-office, a special account (Form C) accompanied by the Bulletins (Form B) as vouchers, and on which it enters in alphabetical order, and by subscription periods—commencing with those of the shortest duration—the publications furnished to the corresponding post-office from the closing date of the preceding account to the date of the new account. Subscriptions received after this account has been prepared are entered in the account for the next quarter.

The sums due for furnishing to subscribers single copies of newspapers or for reforwarding papers in case the subscribers have changed their residence, are, unless there be a contrary arrangement, comprised, for settlement, in the quarterly accounts.

2. Unless there be a contrary arrangement, the mutual accounts are verified and settled before the expiration of the second month of the quarter to which the accounts relate. For countries beyond Europe the term is extended to four months.

3. Any differences that may be found are arranged in the next quarterly account.

4. If necessary, monthly part payments may be demanded.

XIII.

1. The Administrations of the contracting countries communicate to each other through the intermediary of the International Bureau, and at least three months before the Arrangement is put into execution, an extract from the provisions of their laws and Regulations applicable to the subscription service.

2. Any subsequent modification must be notified in the same manner without delay.

XIV.

1. In the interval which elapses between the meetings the Administration of any of the contracting countries has the right to address to the other participating Administrations, through the intermediary of the International Bureau, propositions in regard to the stipulations of the present Regulations.

2. Every proposition is subject to the mode of procedure determined by Article XLI of the Regulations for the execution of the Universal Postal Convention.

3. To become binding the propositions must obtain—

First. Unanimity of votes if they relate to the addition of new provisions, or to the modification of the provisions of the present Article and of Articles I, II, III, IV, VII, and XV of the present Regulations;

Second. Two-thirds of the votes if they relate to the modification of Articles VI, VIII, IX, XI, and XII;

Third. Simply an absolute majority if they relate to the modification of other Articles, or to the interpretation of the various provisions of the present Regulations, except in the case of arbitration contemplated in Article 23 of the Universal Postal Convention.

4. The resolutions adopted in due form are made binding by a notification from the International Bureau to all the participating Administrations.

5. No modification or resolution adopted is binding until at least three months after its notification.

XV.

1. The present Regulations shall be put into execution on the day on which the Arrangement comes into force.

2. They shall have the same duration as that Arrangement, unless they be renewed by mutual agreement between the parties interested.

Done at Washington, the 15th of June, 1897.

[Here follow the signatures.]

ANNEXES.

A.

Postal Administration of.....

No. of order ....

List of newspapers ....., with indication of price and conditions of subscription.

Title of papers.	Place of publication.	Periodicity.	Average weight (grams).	Term of subscription.	Net price.		Transit charges.		Total.		Observations.

B.

Postal Administration of .....

No. of order ....

List of subscriptions for ..... newspapers.

Designation of the papers.	Place of publication.	Periodicity.	Date on which the subscription begins.	Duration (months).	Office of destination.	Number of subscriptions.	Number of previous subscriptions.	Total per office.	Number of subscriptions furnished previously to one subscriber, and ordered by the same exchange office.	General total.	Observations.

At ....., the ....., 189 ....

.....

[Signature of postal official.]

C.

Postal Administration
of.....

Quarterly account of subscriptions for newspapers furnished to the exchange office of ..... by the exchange office of ..... during the ..... quarter, 189...

Number and duration of subscriptions.					Title of newspapers.	Place of publication.	Price per subscription.		Grand total.	
1 month.	2 months.	3 months.	6 months.	12 months.						
						Total.....				

The present account amounting to.....
And the account of the receiving office being.....

There is due to the office of.....

At....., the....., 189 .

.....

[Signature of postal official]

other roads.	
nk.	Miles.
1	284,653
4	67,684
10	37,089
2	123,208
12	33,860
3	102,422
7	50,820
6	55,355
11	36,288
16	22,642
21	12,046
15	23,214
34	621
13	31,041
27	3,755
5	56,484
23	10,113
18	15,802
17	16,057
33	1,012
26	4,315
14	26,414
9	38,812
30	2,204
19	13,965
20	12,409
25	5,448
29	2,477
32	1,205
22	11,351
35	295
28	2,770
8	40,445
24	6,347
31	2,161

POSTAL STATISTICS [illegible]

[illegible] service Postal [illegible] Switzerland [illegible]

a number of countries [illegible] they failed to furnish [illegible]

[illegible] of post-offices and [illegible]

[illegible]

other roads.
Miles.
135,412,002
56,917,408
227,702,507
31,079,368
958,541
29,124,125
23,296,565
66,492,565
16,729,128
15,501,797
7,759,899
4,553,482
4,365,388
2,146,374
36,607,591
6,680,409
3,641,205
2,921,024
400,340
2,900,169
866,543
2,199,289
6,438,170
5,348,804
1,499,478
303,885
234,102
699,963
772,155
1,125,799
1,154,940
472,857
358,641
2,668,273
14,605

[illegible] letter boxes for the use of the public.

Letter boxes. Rank.	Number	Country.	Letter boxes. Rank.	Number
[illegible]	[illegible]	Norway	[illegible]	[illegible]
[illegible]	[illegible]	New Zealand	[illegible]	[illegible]
[illegible]	[illegible]	Argentine Republic	[illegible]	[illegible]
[illegible]	[illegible]	Cape of Good Hope	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	Uruguay	[illegible]	[illegible]
[illegible]	[illegible]	Greece	[illegible]	[illegible]
[illegible]	[illegible]	Luxembourg	[illegible]	[illegible]
[illegible]	[illegible]	Bulgaria	[illegible]	[illegible]
[illegible]	[illegible]	Netherlands East Indies	[illegible]	[illegible]
[illegible]	[illegible]	Siam	[illegible]	[illegible]
[illegible]	[illegible]	Tunis	[illegible]	[illegible]
[illegible]	[illegible]	Jersey	[illegible]	[illegible]
[illegible]	[illegible]	Bosnia-Herzegovina	[illegible]	[illegible]
[illegible]	[illegible]	Bolivia	[illegible]	[illegible]
[illegible]	[illegible]	Costa Rica	[illegible]	[illegible]
[illegible]	[illegible]	Kongo	[illegible]	[illegible]
20	[illegible]			

Proportion of post-offices to area and population.

Proportion of post-offices to area.			Proportion of post-offices to population.		
Country.	Rank.	Square miles to each post-office.	Country.	Rank.	Population to each post-office.
Switzerland	1	4.5	New Zealand	1	539
Germany	2	4.5	Canada	2	538
Great Britain	3	5.9	New South Wales	3	645
Portugal	4	8.1	Victoria	4	751
Netherlands	5	9.8	Switzerland	5	833
Luxemburg	6	11.8	United States	6	884
Belgium	7	12.4	Norway	7	1,099
Denmark	8	15	Portugal	8	1,159
Italy	9	15.7	Hawaii	9	1,222
Roumania	10	19.2	Uruguay	10	1,319
Austria	11	20.5	Germany	11	1,390
France	12	24.7	Roumania	12	1,661
Hungary	13	27.2	Cape of Good Hope	13	1,751
Japan	14	38.6	Sweden	14	1,845
Victoria	15	56	Great Britain	15	1,922
United States	16	56.3	Denmark	16	2,149
Norway	17	56.6	Argentine Republic	17	2,589
Sweden	18	63.5	Luxemburg	18	2,590
Spain	19	66	Costa Rica	19	2,619
New Zealand	20	73.8	Netherlands	20	2,704
Greece	21	77.9	Hungary	21	2,806
Hawaii	22	89.5	Italy	22	2,984
Uruguay	23	127.2	Austria	23	4,246
British India	24	138.9	France	24	4,580
New South Wales	25	156.6	Tunis	25	4,661
Bulgaria	26	207.9	Chile	26	5,603
Tunis	27	211.5	Spain	27	5,953
Bosnia-Herzegovina	28	243.4	Greece	28	6,944
Cape of Good Hope	29	245.8	Belgium	29	7,037
Egypt	30	309.6	Bolivia	30	8,509
Costa Rica	31	310.7	Egypt	31	9,751
Canada	32	353.7	Japan	32	10,933
Dominican Republic	33	447.5	Dominican Republic	33	11,111
Netherlands East Indies	34	460.7	Turkey	34	13,717
Chile	35	472	Russia	35	15,215
Turkey	36	644.4	Bosnia-Herzegovina	36	16,701
Argentine Republic	37	765.3	Bulgaria	37	18,291
Russia	38	1,097.9	Netherlands East Indies	38	22,888
Siam	39	1,562.1	British India	39	25,568
Bolivia	40	2,528.7	Siam	40	37,500
Kongo	41	104,220	Kongo	41	4,000,000

Number of articles of mail matter of every kind, ordinary and registered, domestic and foreign, received and sent, to each inhabitant.

Country.	Rank.	Number of articles.	Country.	Rank.	Number of articles.
United States	1	90	Uruguay	22	13.8
New South Wales	2	89.9	Portugal	23	11.4
Great Britain	3	75.8	Hungary	24	10.9
New Zealand	4	62.8	Japan	25	10.6
Victoria	5	57.4	Spain	26	8.6
Switzerland	6	55.1	Roumania	27	8.5
Belgium	7	54.7	Costa Rica	28	6.2
Netherlands	8	47.5	Greece	29	5.6
France	9	44.7	Tunis	30	5.6
Germany	10	42.2	Bulgaria	31	4.7
Hawaii	11	37.5	Bosnia-Herzegovina	32	3.8
Argentine Republic	12	34	Russia	33	3.1
Canada	13	33.9	Egypt	34	2.6
Denmark	14	29.7	Dominican Republic	35	1.5
Luxemburg	15	27.6	British India	36	1.4
Austria	16	27.2	Turkey	37	.48
Cape of Good Hope	17	18.4	Netherlands East Indies	38	.48
Italy	18	17	Bolivia	39	.34
Chile	19	16.9	Siam	40	.1
Norway	20	15.4	Kongo	41	.008
Sweden	21	15.1			

Length of postal routes.

Country.	Railroads.		All other roads.	
	Rank.	Miles.	Rank.	Miles.
United States	1	[illegible]	1	[illegible]
Germany	2	[illegible]	4	[illegible]
France	3	[illegible]	10	[illegible]
Russia	4	[illegible]	2	[illegible]
Hungary	5	[illegible]	12	[illegible]
British India	6	[illegible]	3	[illegible]
Canada	7	[illegible]	7	[illegible]
Austria	8	[illegible]	6	[illegible]
Italy	9	[illegible]	11	[illegible]
Argentine Republic	10	[illegible]	16	[illegible]
Netherlands	11	[illegible]	17	[illegible]
Sweden	12	[illegible]	9	[illegible]
Belgium	13	[illegible]	18	[illegible]
New South Wales	14	[illegible]	20	[illegible]
Switzerland	15	[illegible]	19	[illegible]
Japan	16	[illegible]	21	[illegible]
Portugal	17	[illegible]	5	[illegible]
Cape of Good Hope	18	[illegible]	24	[illegible]
Chile	19	[illegible]	23	[illegible]
Roumania	20	[illegible]	22	[illegible]
Denmark	21	[illegible]	25	[illegible]
Netherlands East Indies	22	[illegible]	26	[illegible]
Norway	23	[illegible]	27	[illegible]
Egypt	24	[illegible]	28	[illegible]
New Zealand	25	[illegible]	29	[illegible]
Uruguay	26	[illegible]	30	[illegible]
Greece	27	[illegible]	31	[illegible]
Bulgaria	28	[illegible]	32	[illegible]
Bosnia-Hersegovina	29	[illegible]	33	[illegible]
Bolivia	30	[illegible]	34	[illegible]
Luxemburg	31	[illegible]	35	[illegible]
Tunis	32	[illegible]	36	[illegible]
Dominican Republic	33	[illegible]	37	[illegible]
Siam	34	[illegible]	38	[illegible]
Kongo	[illegible]	[illegible]	39	[illegible]

Annual transportation.

Country.	In railroads.		On all other roads.	
	Rank.	Miles.	Rank.	Miles.
United States	[illegible]	[illegible]	2	135 [illegible]
Germany	[illegible]	[illegible]	6	56 [illegible]
France	[illegible]	[illegible]	1	227 [illegible]
Austria	[illegible]	[illegible]	4	81 [illegible]
Belgium	[illegible]	[illegible]	8	[illegible]
Russia	[illegible]	[illegible]	9	29 124 135
Italy	[illegible]	[illegible]	10	22 [illegible]
British India	[illegible]	[illegible]	3	66 [illegible]
Hungary	[illegible]	[illegible]	13	16 [illegible]
Canada	[illegible]	[illegible]	14	15 [illegible]
Sweden	[illegible]	[illegible]	11	[illegible]
Argentine Republic	[illegible]	[illegible]	15	4 563 442
Switzerland	[illegible]	[illegible]	16	4 [illegible]
Greece	[illegible]	[illegible]	17	2 140 374
Japan	[illegible]	[illegible]	5	26 607 591
Netherlands	[illegible]	[illegible]	12	6 640 449
Victoria	[illegible]	[illegible]	17	3 641 [illegible]
Denmark	[illegible]	[illegible]	18	2 [illegible]
Roumania	[illegible]	[illegible]	20	[illegible]
Cape of Good Hope	[illegible]	[illegible]	19	2 [illegible]
Egypt	[illegible]	[illegible]	21	[illegible]
Netherlands East Indies	[illegible]	[illegible]	22	[illegible]
Portugal	[illegible]	[illegible]	23	2 [illegible]
Norway	[illegible]	[illegible]	24	6 [illegible]
New Zealand	[illegible]	[illegible]	25	5 [illegible]
Luxemburg	[illegible]	[illegible]	26	1 [illegible]
Uruguay	[illegible]	[illegible]	27	[illegible]
Bosnia-Hersegovina	[illegible]	[illegible]	28	[illegible]
Bulgaria	[illegible]	[illegible]	29	[illegible]
Tunis	[illegible]	[illegible]	30	[illegible]
Bolivia	[illegible]	[illegible]	31	[illegible]
Dominican Republic	[illegible]	[illegible]	32	[illegible]
Siam	[illegible]	[illegible]	33	[illegible]
Chile	[illegible]	[illegible]	34	[illegible]
Kongo	[illegible]	[illegible]	35	[illegible]

Number of articles received and dispatched in the international mails.

A.—RECEIVED.

Country.	Letters.		Post cards.		Prints and commercial papers.		Samples.	
	Rank.	Number.	Rank.	Number.	Rank.	Number.	Rank.	Number.
Germany	1	75,786,010	2	16,038,650	2	30,865,700	1	4,032,710
Austria	2	55,543,510	1	17,255,220	4	12,849,220	2	2,406,280
United States	3	54,919,924	6	3,285,928	1	50,714,137	4	1,811,286
France	4	49,322,394	10	2,192,340	3	25,759,097	3	1,835,184
Hungary	5	19,092,660	3	7,159,980	13	5,123,930	9	530,980
Italy	6	18,629,043	9	2,678,328	7	9,625,114	6	1,032,576
Switzerland	7	18,315,882	4	4,135,521	5	11,282,336	7	1,018,473
Russia	8	15,879,159	5	3,390,295	9	8,342,594	10	513,416
Belgium	9	14,784,640	7	3,256,757	6	10,612,826	5	1,322,100
Netherlands	10	12,106,141	8	2,997,841	11	6,169,356	8	828,046
Spain	11	11,996,462	19	208,205	8	9,249,246	11	467,190
Argentine Republic	12	8,839,135	28	30,265	14	4,767,651	....	.....
Sweden	13	7,790,296	13	538,395	19	2,592,967	12	415,198
New South Wales	14	5,871,076	26	51,410	15	4,647,038	....	.....
British India	15	5,453,310	....	.....	10	6,981,408	....	.....
Denmark	16	4,483,304	12	687,288	28	1,410,684	14	342,832
Norway	17	4,308,900	14	433,200	18	2,658,300	15	185,600
Cape of Good Hope	18	3,608,488	24	60,996	16	4,535,128	21	56,148
Portugal	19	3,547,172	20	159,702	21	2,371,673	17	134,032
Roumania	20	2,809,653	11	697,584	20	2,577,888	16	137,450
Greece	21	2,650,284	22	78,196	25	1,626,568	25	34,822
Tunis	22	2,616,120	25	57,456	24	1,845,432	18	123,600
New Zealand	23	1,970,086	31	5,477	12	5,856,737	13	364,560
Egypt	24	1,884,000	21	90,000	22	2,139,000	22	56,000
Bosnia-Herzegovina	25	1,536,017	15	395,628	29	1,299,046	24	45,787
Bulgaria	26	1,418,388	18	224,970	27	1,465,500	19	80,770
Turkey	27	1,316,182	27	35,595	31	725,355	29	23,043
Luxemburg	28	1,313,078	16	385,758	30	854,568	23	50,050
Japan	29	1,202,970	17	316,914	32	707,296	26	25,441
Uruguay	30	1,101,899	30	7,743	17	3,773,643	27	25,008
Chile	31	863,598	29	9,904	23	2,059,114	28	23,889
Netherlands East Indies	32	836,817	23	64,861	26	1,570,454	20	65,002
Hawaii	33	287,040	....	.....	34	314,412	....	.....
Bolivia	34	142,899	32	3,063	35	168,336	30	5,328
Siam	35	104,567	35	2,180	36	120,060	33	2,997
Costa Rica	36	102,371	34	2,303	33	327,780	31	4,036
Dominican Republic	37	88,137	36	712	37	61,542	32	3,129
Kongo	38	50,020	33	2,444	38	47,020	34	416

B.—DISPATCHED.

Germany	1	82,124,120	2	15,219,850	3	38,966,340	2	3,734,440
Austria	2	61,711,430	1	21,648,240	4	19,882,420	3	2,956,960
United States	3	58,069,812	8	2,679,545	1	56,709,664	9	712,207
France	4	53,242,072	10	2,123,265	2	52,911,777	1	3,974,000
Italy	5	18,661,565	6	3,054,864	7	9,575,614	6	993,776
Hungary	6	16,647,120	3	7,191,520	12	3,626,040	10	455,630
Switzerland	7	16,311,594	4	5,346,783	9	6,636,071	8	799,305
Belgium	8	15,580,890	5	4,225,260	5	11,773,047	5	1,122,836
Russia	9	13,964,622	9	2,292,471	11	5,160,060	7	904,741
Netherlands	10	10,069,555	7	2,988,934	10	5,762,733	4	1,142,349
Spain	11	8,883,386	18	199,464	6	10,067,121	11	870,546
New South Wales	12	6,143,410	21	81,000	8	8,794,958	....	.....
Argentine Republic	13	5,829,328	26	53,952	13	3,086,802	....	.....
Sweden	14	5,027,978	13	454,677	21	966,534	20	38,857
British India	15	4,708,422	....	.....	15	1,606,305	....	.....
Denmark	16	4,660,620	12	759,068	19	1,077,412	13	173,348
Cape of Good Hope	17	3,562,884	25	69,108	14	1,615,988	17	80,756
Portugal	18	3,485,207	20	145,755	16	1,483,478	19	63,059
Norway	19	3,288,480	15	351,858	25	794,118	22	30,891
Roumania	20	2,795,279	11	936,491	24	816,367	12	220,008
Tunis	21	2,201,652	27	43,128	26	788,652	18	66,696
Greece	22	2,031,037	28	76,942	18	1,161,586	28	15,154
Egypt	23	1,893,000	22	79,000	28	655,000	15	92,000
Bosnia-Herzegovina	24	1,660,513	16	259,297	32	255,417	27	15,823
New Zealand	25	1,612,755	32	4,483	17	1,449,504	16	90,220
Turkey	26	1,101,092	28	28,389	30	435,204	24	30,625
Japan	27	1,095,080	17	201,344	27	787,178	26	24,115
Luxemburg	28	1,083,212	14	410,203	29	472,238	25	26,634
Bulgaria	29	968,252	19	106,290	31	343,978	21	34,644

Number of articles received and dispatched in the international mails—Continued.

B.—DISPATCHED—Continued

Country.	Letters.		Post cards.		Prints and commercial papers.		Samples.	
	Rank.	Number.	Rank.	Number.	Rank.	Number.	Rank.	Number.
Victoria	30	912,350	....	.....	20	1,033,393	14	159,792
Uruguay	31	812,411	31	5,811	23	877,494	29	4,270
Chile	32	803,564	29	14,160	22	903,243	30	2,197
Netherlands East Indies	33	639,660	24	75,389	33	218,356	28	30,657
Hawaii	34	231,640	....	.....	35	88,188	....	.....
Bolivia	35	114,359	33	3,493	37	32,547	33	335
Siam	36	83,361	35	2,377	36	42,494	32	416
Costa Rica	37	79,190	34	3,020	34	130,330	31	529
Dominican Republic	38	70,607	36	515	38	14,739	34	179
Kongo	39	48,920	30	10,564	39	1,940	35	64

Parcels-post.

PARCELS RECEIVED IN THE INTERNATIONAL MAILS.

Country.	Rank.	Number of parcels received.			Value of parcels with declared value.
		Total.	Ordinary.	With declared value.	
Hungary	1	5,125,400	4,572,560	552,840	$9,945,811.10
Germany	2	3,994,934	3,651,723	343,211	66,857,608.64
Austria	3	2,861,580	2,570,860	290,720	8,769,336.17
Switzerland	4	1,996,711	1,894,721	101,990	12,123,872.07
France	5	1,442,536	1,400,596	41,940	1,591,086.98
Italy	6	785,405	711,315	74,090	1,311,312.21
Great Britain	7	777,923	704,134	73,789	.....
Belgium	8	619,503	608,479	11,024	24,121.14
Denmark	9	472,599	455,434	17,165	6,017,993.02
Netherlands	10	437,487	425,420	12,067	989,400.99
Roumania	11	434,348	399,204	35,144	2,034,837.60
Spain	12	288,078	288,078	.....	.....
Bosnia-Herzegovina	13	221,760	115,526	106,234	4,255,903.02
Luxemburg	14	136,224	131,033	5,195	618,408.47
Russia	15	133,759	91,563	42,196	4,365,527.84
Norway	16	130,000	123,300	6,700	3,269,098.26
Sweden	17	128,837	118,187	10,650	2,006,490.53
British India	18	104,636	104,636	.....	.....
Tunis	19	87,244	87,244	.....	.....
Egypt	20	72,300	66,500	5,800	14,552.20
Cape of Good Hope	21	61,585	61,585	.....	.....
Bulgaria	22	57,396	54,736	2,660	75,610.06
Portugal	23	51,446	49,647	1,799	95,297.61
New South Wales	24	33,364	.....	33,364	262,149.97
Netherlands East Indies	25	27,666	27,666	.....	.....
Victoria	26	22,904	.....	22,904	.....
New Zealand	27	19,454	19,454	.....	.....
Greece	28	19,132	19,132	.....	.....
Argentine Republic	29	18,813	18,813	.....	.....
Uruguay	30	6,900	6,900	.....	.....
Chile	31	5,748	5,748	.....	.....
Costa Rica	32	5,251	5,251	.....	.....
Kongo	33	2,972	2,972	.....	.....
Siam	34	1,101	1,101	.....	.....
Japan	35	1,092	1,092	.....	.....

Parcels-post—Continued.

PARCELS DISPATCHED IN THE INTERNATIONAL MAILS.

Country.	Rank.	Number of parcels received.			Value of parcels with declared value.
		Total.	Ordinary.	With declared value.	
Germany	1	6,147,827	5,949,715	198,112	$24,596,773.06
Austria	2	3,041,300	2,599,280	442,020	20,476,953.97
France	3	2,870,094	2,734,311	135,783	3,967,340.55
Hungary	4	1,842,100	1,494,200	347,900	7,794,691.09
Switzerland	5	1,180,174	1,002,610	177,564	21,598,378.52
Great Britain	6	1,013,680	1,013,680	.....	.....
Italy	7	434,611	417,916	16,695	948,889.90
Belgium	8	392,026	382,257	9,796	25,380.20
Netherlands	9	206,687	197,204	9,483	947,500.88
British India	10	105,722	105,722	.....	.....
Bosnia-Herzegovina	11	79,687	39,589	40,098	3,523,047.09
Luxemburg	12	76,024	71,409	4,615	722,088.83
Denmark	13	72,845	64,038	8,807	2,184,122.13
Spain	14	60,675	60,675	.....	.....
Egypt	15	52,900	46,900	8,000	23,580.00
Russia	16	44,911	7,932	36,979	1,670,068.33
Sweden	17	36,453	33,611	2,842	6,782,456.37
Tunis	18	34,640	34,640	.....	.....
Victoria	19	32,284	.....	32,284	.....
New South Wales	20	26,971	.....	26,971	213,960.00
Norway	21	25,816	21,970	3,846	1,866,891.37
Roumania	22	22,747	14,107	8,640	500,256.00
Cape of Good Hope	23	16,323	16,323	.....	.....
Argentine Republic	24	7,738	7,738	.....	.....
New Zealand	25	7,298	7,298	.....	.....
Netherlands East Indies	26	6,829	6,829	.....	.....
Bulgaria	27	4,896	4,264	632	525,020.00
Greece	28	4,637	4,637	.....	.....
Portugal	29	3,293	3,237	56	1,793.35
Chile	30	2,288	2,288	.....	.....
Uruguay	31	2,123	2,123	.....	.....
Siam	32	489	489	.....	.....
Japan	33	372	372	.....	.....
Costa Rica	34	317	317	.....	.....
Kongo	35	88	88	.....	.....

Postal income and expenditure.

Country.	Rank.	Income.	Country.	Rank.	Expenditure.
Germany	1	$78,499,334.05	United States	1	$86,790,172.82
United States	2	76,983,129.19	Germany	2	71,314,511.95
Great Britain	3	55,320,410.25	Great Britain	3	38,990,312.22
France	4	43,402,240.80	France	4	34,619,575.78
Russia	5	30,936,091.20	Russia	5	22,502,956.29
Austria	6	21,946,392.36	Austria	6	20,341,423.79
Italy	7	9,785,232.57	Italy	7	9,862,220.64
Hungary	8	8,092,063.47	British India	8	6,338,110.73
British India	9	7,938,635.00	Hungary	9	5,863,985.23
Japan	10	5,693,316.04	Argentine Republic	10	5,243,620.86
Switzerland	11	4,977,747.03	Canada	11	4,772,356.52
Spain	12	4,612,820.94	Switzerland	12	4,697,415.94
Belgium	13	3,814,415.00	Japan	13	4,068,919.46
Canada	14	3,733,035.93	New South Wales	14	3,463,722.40
Argentine Republic	15	3,522,442.80	Netherlands	15	2,663,276.45
Victoria	16	3,205,822.24	Victoria	16	2,556,090.07
Netherlands	17	3,157,084.93	Sweden	17	2,248,785.66
New South Wales	18	3,005,481.34	Spain	18	2,148,503.77
Sweden	19	2,471,590.25	Belgium	19	2,105,788.02
Denmark	20	1,780,598.60	Denmark	20	1,675,567.08
Roumania	21	1,664,842.79	Roumania	21	1,561,444.05
Portugal	22	1,301,324.26	Cape of Good Hope	22	1,232,322.80
New Zealand	23	1,179,962.22	Portugal	23	1,033,906.00
Cape of Good Hope	24	1,112,619.09	Norway	24	972,653.66
Norway	25	958,480.55	New Zealand	25	894,344.36
Turkey	26	938,906.69	Netherlands East Indies	26	737,819.08
Egypt	27	553,750.00	Bulgaria	27	565,450.27
Bulgaria	28	525,037.07	Egypt	28	477,314.05
Netherlands East Indies	29	464,767.83	Chile	29	372,670.38
Chile	30	337,561.04	Turkey	30	356,654.00
Greece	31	314,088.04	Uruguay	31	321,878.83
Uruguay	32	283,968.62	Greece	32	309,877.62
Luxemburg	33	234,087.24	Luxemburg	33	257,686.80
Bosnia-Herzegovina	34	200,812.40	Bosnia-Herzegovina	34	220,394.77
Tunis	35	185,390.23	Tunis	35	184,380.86
Bolivia	36	74,145.63	Bolivia	36	122,345.72
Kongo	37	28,136.39	Siam	37	41,566.79
Siam	38	19,440.31			

Postal surplus and deficiency.

Country.	Rank.	Surplus.	Country.	Rank.	Deficiency.
Britain	1	$16,330,189.30	United States	1	$9,807,043.63
	2	8,782,665.02	Argentine Republic	2	1,721,178.06
	3	8,433,495.00	Canada	3	1,039,320.59
ny	4	7,184,822.10	New South Wales	4	458,241.06
	5	2,464,317.17	Netherlands East Indies	5	273,051.25
ry	6	2,228,068.24	Cape of Good Hope	6	119,703.71
m	7	1,708,636.98	Bolivia	7	48,099.08
a	8	1,604,958.57	Bulgaria	8	40,418.20
	9	1,604,396.58	Uruguay	9	37,910.21
India	10	1,600,524.27	Chile	10	35,109.34
a	11	649,732.17	Luxemburg	11	23,579.56
	12	602,252.69	Siam	12	22,126.48
lands	13	494,208.48	Bosnia-Herzegovina	13	20,082.37
rland	14	300,331.09	Norway	14	14,172.51
ealand	15	285,637.86			
al	16	267,418.26			
	17	222,804.59			
rk	18	105,031.52			
nia	19	103,498.74			
	20	76,435.95			
	21	4,210.51			
	22	1,009.35			
		(a)			

ere is a surplus, but it is impossible to show it, as the figures given as "income" only relate to receipts, while the figures given as "expenditure" cover the *postal and telegraph* expenses.—OF THE INTERNATIONAL BUREAU.

Subsidies paid to steamship companies. a

Country.	Rank.	Annual subsidy.	Country.	Rank.	Annual subsidy.
	1	$4,965,085.96	New South Wales	8	$193,830.09
Britain	2	3,462,617.82	Victoria	9	121,784.54
	3	1,850,826.66	New Zealand	10	75,606.97
	4	1,044,456.55	Netherlands East Indies	11	63,788.43
Good Hope	5	431,777.68	Denmark	12	53,649.57
Indies	6	317,245.68	Belgium	13	52,747.46
lands	7	232,232.60	Greece	14	23,732.00

e amounts given in this table are the sums which were reported to the International Bureau as de subsidies paid to the steamship companies, irrespective of the quantity of mail carried. countries, e. g., Germany, Austria, Russia, etc., pay large subsidies to steamship companies, but ounts were not reported to the International Bureau.

REPORT

OF THE

HIRD ASSISTANT POSTMASTER-GENERAL

FOR THE

YEAR ENDING JUNE 30, 1897.

REPORT

OF THE

THIRD ASSISTANT POSTMASTER-GENERAL.

POST-OFFICE DEPARTMENT,
OFFICE OF THIRD ASSISTANT POSTMASTER-GENERAL,
Washington, D. C., October 7, 1897.

SIR: I have the honor to submit a report of the work of this Bureau for the year ending June 30, 1897:

FINANCIAL STATEMENT.

The postal revenue for the year and the total actual expenditures are as follows:

Ordinary postal revenue, consisting of—		
Sales of postage stamps, stamped envelopes, newspaper wrappers, and postal cards		$78,959,545.66
Receipts from box rents		2,522,851.21
Letter postage paid in money (made up principally of balances due from foreign postal administrations)		154,322.81
Miscellaneous receipts		23,545.66
Fines and penalties		26,579.29
Receipts from unclaimed dead letters		11,437.04
Total ordinary postal revenue		81,698,281.67
Receipts from money-order business		967,181.06
Total revenue from all sources		82,665,462.73
Expenditures:		
Actual amount of expenditures for the service of the year ending June 30, 1897 (which includes all the expenditures made on account of the year up to three months after its close)	$93,781,278.86	
Amount of expenditures on account of previous years	295,954.52	
Total expenditures		94,077,242.38
Excess of expenditures over receipts		11,411,779.65

The outstanding liabilities at the close of the year's business and the cost of transporting the mails over the subsidized Pacific railroads, (the latter item amounting to $1,575,806.25,) are not included in the foregoing statement.

Excluding these, the following comparisons with the totals of the preceding year are presented:

Total receipts for 1896	$82,499,208.40
Total receipts for 1897	82,665,462.73
Increase for 1897	166,254.33
Per cent of increase	0.2

Total expenditures for 1896	$90,626,2
Total expenditures for 1897	94,077,2
Increase for 1897	3,450,9
Per cent of increase	
Total deficiency for 1896	8,1
Total deficiency for 1897	11,
Increase of deficiency for 1897	3
Per cent of increase	

A detailed statement of postal receipts and expenditure will be found in Tables Nos. 2, 3, and 4, appended to this r

LOSSES BY BAD DEBTS AND COMPROMISES.

During the year, in cases where compromises with debt to be necessary, and in others where outstanding debt uncollectible, the Department suffered losses amounti $19,799.76.

AMOUNTS DRAWN FROM THE TREASU

The following amounts were drawn from the gene the last fiscal year on account of special and defici viz:

For deficiency in the postal revenue for 1894, under ac March 3, 1893	
For deficiency in the postal revenue for 1895, under act ap 16, 1894	
For deficiency in the postal revenue for 1896, under act a ruary 28, 1895	
For deficiency in the postal revenue for 1897, under act 9, 1896	
Total drawn during the year	

TRANSACTIONS AT TREASURY

The account during the year shows the bursements at Treasury depositories, viz:

Amount of outstanding warrants June 30, 1896	
Balance subject to draft June 30, 1896	
Deposits:	
On account of postal revenue	
On account of grants from the general Tr	
Counter entry receipts fiscal year 1896	
Total	
Amount of warrants paid during the year	
Balance at depositories June 30, 1897	
Amount of outstanding warr	
Balance subject to d	

Of the $32,067,074.8
came through na
national-bank

APPROPRIATIONS, EXPENDITURES, AND ESTIMATES FOR THE SERVICE OF THE THIRD ASSISTANT POSTMASTER-GENERAL'S OFFICE.

The appropriations for the service of this office during the year amounted to $1,321,700, exclusive of the amount paid messengers of the special-delivery system. No specific appropriation was made for this purpose, the compensation of messengers being payable by law out of the receipts of the system. The expenditure out of the appropriations was $1,172,625.77 (a decrease, as compared with 1896, of $34,175.33, or 2.8 per cent), leaving an unexpended balance of $149,074.23, or 11.2 per cent of the total amount appropriated.

The increase of expenditure for the compensation of special-delivery messengers was $15,010.44, or 4.7 per cent.

The estimates of appropriation for the service of this office during the fiscal year ending June 30, 1899, amount to $1,288,000, which is $33,700 less than the appropriation for the current year and $115,374.23 more than the actual expenditures for the past year. Details of these estimates will be found in Table No. 1, attached to this report.

FINANCE DIVISION.

The operations of this division during the year will appear from the following statement:

The number of accounts of contractors and other creditors of the Government on account of mail service received and examined was 132,135, requiring the drawing, recording, and mailing of the same number of warrants; the total amount paid by these warrants was $43,256,550.23; the number of drafts drawn on account of balances due present and late postmasters was 7,013, amounting to $1,444,435.74, making a total amount covered by warrants and drafts of $44,700,985.97. The number of new contracts for mail service received, examined, and entered in books kept in this division was 7,246, and the number of orders of the Postmaster-General affecting the mail service entered in ledgers was 26,694.

Transcripts were received weekly from the United States Treasury and 9 subtreasuries, and monthly from 54 designated national bank depositories, comprehending financial transactions aggregating $43,224,788.19.

Accounts were also kept with the Treasurer and assistant treasurers and with all these designated depositories.

About 14,000 circulars were sent to postmasters, containing instructions relative to the deposit of their postal balances.

The number of letters written on subjects pertaining to the different branches of work assigned to the division was 2,960, and the number of cases for investigation of the accounts of present and late postmasters, made up and placed in the hands of the Fourth Assistant Postmaster-General (division of mail depredations and post-office inspectors), was 294.

FUNDS RECEIVED AT THE DEPARTMENT AND TURNED OVER TO THE FINANCE DIVISION DURING THE FISCAL YEAR.

The money received from postmasters erroneously remitting to this office balances due the Government, from collections made by the chief post-office inspector on account of defaulting postmasters, and the recovery of postal remittances lost in transit, from stamp collectors and others for the purchase of stamps, stamped envelopes, etc., and

tion, for which the contractors, under the terms of the contract, will be paid as for waste paper. The original dies it is proposed to keep; but the plates will be destroyed.

REQUISITIONS FILLED.

The number of requisitions of all kinds filled is shown in the following table:

For—	1896.	1897.	Increase.	Decrease.	Per cent.
Stamps:					
Ordinary	205,070	210,521	5,451	.....	2.6
Postage-due	19,882	18,374	.....	1,508	7.5
Newspaper and periodical	13,071	13,597	526	.....	4.0
Envelopes:					
Ordinary stamped	91,562	86,987	.....	4,575	4.9
Request stamped	213,020	207,149	.....	5,871	2.7
Registered-package	55,187	47,037	.....	8,150	14.7
Tag	10,061	8,670	.....	1,391	13.8
Penalty	43,806	39,507	.....	4,299	9.8
Postal cards	80,962	80,108	.....	854	1.0
Newspaper and periodical receipt books	3,269	3,544	275	.....	8.4
Total	735,890	715,494	.....	20,396	2.7

PARCELS SENT.

The number of parcels in which the foregoing supplies were packed and mailed is as follows:

Articles.	Number of parcels sent.		Increase.	Decrease.	Per cent.
	1896.	1897.			
Ordinary stamps	213,092	218,567	5,475	.....	2.5
Postage-due stamps	19,900	18,393	.....	1,507	7.5
Newspaper and periodical stamps	13,071	13,597	526	.....	4.0
Ordinary stamped envelopes	137,982	121,569	.....	16,413	11.8
Special-request envelopes	165,497	162,293	.....	3,204	1.9
Postal cards	106,191	108,261	2,070	.....	1.9
Registered-package envelopes	57,624	51,036	.....	6,588	11.4
Registry-tag envelopes	9,928	8,579	.....	1,349	13.5
Penalty envelopes	68,307	61,109	.....	7,198	10.5
Newspaper and periodical receipt books	3,269	3,388	119	.....	3.6
Total	794,861	766,792	.....	28,069	3.5

REDEMPTIONS.

Claims for the redemption of stamped paper received from postmasters during the year, and their disposal, are as follows:

Claims presented	10,750
Claims allowed	10,155
Claims rejected	595
Value of redemptions	$215,166.42
Decrease of cases this year	935
Decrease in value	$40,204.21
Value of letter sheets included	$194.26

DISTRIBUTION OF POSTAL CARDS.

The number of postal cards issued from the Castleton agency and each of the subagencies is:

Kind.	Main agency.	Cincinnati subagency.	[illegible] subagency.	[illegible] subagency.	Total.
A	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
B	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
D	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
E	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
F	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
G	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Total	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

[illegible]

Since the last report the [illegible] been issued [illegible]:

Newspaper and [illegible] [illegible]
Newspaper and [illegible] [illegible]
Postage-due [illegible] [illegible]

[illegible]

The [illegible]

[illegible]

[illegible]

[illegible]

[illegible]

NEW CONTRACT FOR POSTAL CARDS.

On the 8th day of July last, as you are aware, the Department began advertising in prominent newspapers of the country for proposals for a new postal-card contract, to run for four years from the 1st of December, 1897, when the contract of C. C. Woolworth, extended two months from the 30th of September, was to terminate, the advertisement being published for four weeks.

Ample time was thus given to intending bidders to look into the matter thoroughly, and also to the successful one to make the necessary preparations for carrying out the contract.

Bids were invited for three kinds of cards—the ordinary single card, a smaller single card, and the double or reply card—to be made either of paper of a standard prescribed by the Department or of a kind satisfactory to the Department that might be submitted by bidders; and special efforts were made to secure a genuine competition among paper-makers and others. The result of the bidding was that, while many good papers were submitted differing from the Government standard, it was not found expedient to adopt any of them, quality, price, and other things being taken into consideration. The contract was therefore awarded on the Government standard of paper to Albert Daggett, of this city, a former contractor, whose bid was the lowest therefor. The contract has since been formally entered into for four years at the following prices a thousand:

	Cents.
For the ordinary single card	23.95
For the smaller single card	20
For the double or reply card	47

The saving to the Government resulting from this arrangement is estimated to be about $50,000 a year for the four years of the contract as compared with prices under the old contract.

The paper for the cards will be made at Piedmont, W. Va., where the printing, boxing, and shipping will also be done.

A copy of the contract is hereto appended, marked No. 19.

CHANGES IN POSTAL CARDS.

The new sizes of postal cards to be issued under the contract referred to in the foregoing paragraph are as follows:

Ordinary single card, both domestic and international, $3\frac{1}{4}$ by $5\frac{1}{2}$ inches; smaller single card, domestic only, $2\frac{15}{16}$ by $4\frac{15}{16}$ inches; double or reply card, both domestic and international, $5\frac{1}{2}$ by $6\frac{1}{2}$ inches.

The smaller card here referred to is an entirely new issue; the other single card is just one-fourth of an inch narrower than the G card in current use; and the double or reply card is correspondingly changed.

Beginning on the 1st of December, when the new contract goes into effect, the imprint upon the cards will be after the following description:

Large single card.—To the right in the upper corner is a portrait of Thomas Jefferson, three-quarters face, looking to the left, exactly as now appears upon the ordinary 1-cent card, but surrounded by a somewhat fuller olive wreath, and having at the bottom, in very small capitals on a curved tablet, the name "Jefferson." To the left of the portrait are three straight lines of lettering. The first, which is 2 inches long, is made up of the words, "Postal Card—one cent," in Gothic capitals about one-sixteenth of an inch high, with the beginning letter of each word, however, twice that height. The second line, $3\frac{1}{4}$ inches long, contains the words "United States of America," in ornamental white capitals three-sixteenths of an inch high, upon a plain black tablet

one-fourth of an inch wide, surrounded by a single fine black line, with a heart-shaped finial at either end, and a semicircular ornament at the bottom, having a straight line extension from each side running parallel with the tablet. The third line, 2¼ inches long, is made up of the words, "This side is for the address only," in very small Gothic capitals.

Small single card.—In the upper right-hand corner is a portrait of John Adams, three-quarters face, looking to the left, surrounded by an olive wreath, and with the name "John Adams" upon a scroll at the bottom. To the left of the portrait are three lines of ordinary Roman capitals. The first, 2½ inches long, contains the words "Postal Card—one cent," the beginning letter of each word being larger than the other letters. The second line, 3⅛ inches long, contains the words "United States of America," in capitals exactly like the large letters in the line above. The third line, 2½ inches long, contains in quite small letters, "This side is for the address only." Between the second and third lines is an ornamental dash 1⅜ inches long.

The single international, the double domestic, and the double international cards, though, as before stated, changed slightly as to size, will be unchanged in their designs.

WORK OF THE CLASSIFICATION DIVISION.

During the fiscal year there were 6,556 applications for entry to the second-class of mail matter of newspapers and periodical publications. Of this number 6,179 were accepted and 377 rejected. Percentage of exclusions, 5.75.

Of those accepted for entry 4,496 were in the first year of their issue, while 1,683 were old publications, reentered on account of change of name, frequency of issue, place of publication, or something else affecting their classification.

About an equal number of communications were received relating to mail matter of the first, third, and fourth classes, or a total number of about 12,000 communications handled by the division.

THIRD-CLASS POSTAGE COLLECTED ON MATTER IMPROPERLY MAILED AT THE POUND RATE.

The law prohibiting the mailing of matter of a high class with that of a lower unless postage be paid thereon at the higher rate, is not infrequently violated. Where it is done knowingly with a view of evading payment of proper postage, the sender becomes liable to a fine; but in most cases, the parties either violate the law through ignorance or attempt to secure regular entry to the second-class of publications not entitled to that privilege. The amount of third-class postage collected during the year on matter mailed in this manner was $2,[illegible].

DIVISION OF REGISTRATION.

The following statement briefly shows the amount of registry business transacted at all post-offices during the year:

Domestic letters registered	[illegible]
Domestic parcels registered	[illegible]
Letters for foreign destinations registered	[illegible]
Parcels for foreign destinations registered	[illegible]
Total paid registrations	[illegible]
Pieces of matter registered free	[illegible]
Total registrations, paid and free	[illegible]
Amount collected in fees	[illegible]

As compared with the business of 1896, the foregoing figures show a decrease in the number of domestic registrations of 485,082, and in the number of registrations to foreign countries of 16,873. There is also a decrease of 45,298 in the number of free registrations, and in the fees collected on paid matter a falling off of $40,156.40. The decrease of business altogether is at the rate of about 4 per cent.

LOSSES.

The chief post-office inspector reports that during the year his office received 5,534 complaints relating to registered matter originating in this country and addressed to offices therein.

Of this number, 4,275 were fully investigated, leaving 1,259 outstanding at the close of the year. Of the 4,275 cases investigated, only 1,525 were found to involve actual losses, which are classified as follows:

Losses chargeable to the burning and wrecking of post-offices, postal cars, and steamboats, and to minor unavoidable accidents	823
Losses chargeable to depredations by postal officials	197
Losses through postal employees from other causes than theft	147
Losses resulting from depredations by outside parties	227
Losses the responsibility for which could not be fixed	131
Total	1,525

Of the foregoing cases, recoveries were made and the value of the lost articles restored to the owners, as follows:

Through the office of the chief post-office inspector	234
Through the Dead-Letter Office	36
Through outside parties and direct to losers	797
Total recoveries	1,067
Number of cases in which recovery was impossible	458
Aggregate as above	1,525

Assuming that this proportion will be the same in the cases yet to be investigated, the number of actual losses will reach 592, or 1 in every 24,593 pieces registered.

Of the 458 cases of irrecoverable loss, 70 involved official matter only, such as postage stamps and stamped paper dispatched to postmasters, leaving only 388 losses suffered by the public, or 1 in every 37,523 pieces registered.

The considerable reduction in the number of losses resulting from the burning and wrecking of post-offices and postal cars and unavoidable accidents accounts in large measure for the reduction in the number of irrecoverable losses; but the fact that the losses from other causes are practically the same as for the previous year, while the number of cases of loss the responsibility for which can not be fixed is reduced from 152 for the fiscal year ending June 30, 1896, to 131 for the past year, indicates that the improvements constantly being made in the registry system, especially as applied to the Presidential post-offices, are giving a better and a safer service.

REGISTERED-POUCH, INNER-REGISTERED-SACK, AND BRASS-LOCK EXCHANGES.

These exchanges, largely contributing to the security of the registry service, continue in operation. The number of each is shown in the following statement:

Registered-pouch exchanges	459
Inner-registered-sack exchanges	552
Brass-lock-pouch exchanges	277
Total	1,288

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indemnity for registered [illegible]
for by act of Congress approved [illegible]
is published in the appendix for the [illegible]

A circular was published in the August number of the Postal Guide explaining the cause of delay in carrying the law into execution.

NEW CONTRACT FOR ENVELOPES FOR THE SEVERAL EXECUTIVE DEPARTMENTS.

In compliance with law (section 96 of the act approved January 12, 1895), new contracts have been entered into for supplying the several Executive Departments with envelopes, of the white, azure blue, cream-laid, cloth-lined, manila, and miscellaneous classes, during the year ending June 30, 1898. The prices do not differ materially from those of the last contracts.

The following named firms are the contractors, each being the lowest bidder for the envelopes covered by the contract:

The Logan, Swift & Brigham Envelope Company, of Worcester, Mass., for the white, azure blue, and all but two items of the cream-laid envelopes.

The Springfield Envelope Company, of Springfield, Mass., for two items of the cream-laid and most of the manila envelopes.

The White, Corbin & Co., of Rockville, Conn., for a portion of the manila envelopes.

R. Carter Ballantyne, of Washington, D. C., for all of the cloth-lined and a portion of the miscellaneous envelopes.

Easton & Rupp, of Washington, D. C., for a portion of the miscellaneous envelopes.

A copy of the contract with the Logan, Swift & Brigham Envelope Company is hereto appended, marked No. 21. The general provisions of the contracts with the others are the same. I append also a schedule marked No. 22, showing all the kinds and qualities of envelopes covered by these contracts, with the contractors' names and the prices.

NEW CONTRACT FOR REGISTERED PACKAGE, TAG, OFFICIAL, AND DEAD-LETTER ENVELOPES.

A new contract was also entered into during the past year, but for the service of the present year, for furnishing registered-package, tag, official, and dead-letter envelopes. These envelopes are mostly used by postmasters in the transaction of official business, and are provided for under the law by yearly contracts. The prices of the new contract are precisely the same as those of the old one. A copy of the contract is hereto appended, marked No. 20.

NEW ARRANGEMENT FOR THE MANUFACTURE OF POSTAGE STAMPS.

On the 21st of February, 1894, it will be remembered, Postmaster-General W. S. Bissell made a formal order rejecting all proposals for manufacturing postage stamps that had been submitted to him under an advertisement of the Department, and subsequently entered into an arrangement with the Secretary of the Treasury for having the work done by the Bureau of Engraving and Printing at somewhat lower rates than had been offered by private parties.

This arrangement will expire on the 30th of June, 1898, prior to which time the Department must decide to continue it, or to make other governmental arrangements instead, or it must advertise for proposals for doing the work by some private establishment, as was done from 1847 up to 1894.

After carefully considering the question, I have come to the conclusion that the Post-Office Department ought to have complete control over the manufacture and issue of its stamps. It certainly can not have such control as long as some other Department of the Government is employed to make and furnish the stamps, especially where, as is now the case, that Department has large quantities of work of its own to look after, and which may naturally be regarded as entitled to first consideration. And while the Post-Office Department would have greater control over a private contractor than of another Government Department, or, in other words, would be able, by positive command, and under penalty for disobedience or failure, to have its orders in all things pertaining to the work fulfilled promptly and without demur, it could not have that closeness of supervision which experience leads me to believe is essential, and which it could always exercise if the work were in its own hands.

I believe, therefore, that the Post-Office Department should in this matter be independent of other Departments as well as of private contractors; that it should have its own engraving and printing establishment for making its stamps, and its own vaults for their safe-keeping; and that these stamps should be issued by its own agents direct to postmasters and through its own exclusive machinery. With properly bonded officers and under a suitable system of checks and balances, which could be easily devised, I am convinced that this would be a better arrangement than either the present one or one involving a contract with some private establishment. And as this may, in my judgment, be done by the Postmaster-General out of the appropriations annually made for the manufacture of stamps and for the pay of agents and employees to look after their distribution, I respectfully recommend that steps be taken to put such a system into operation.

If it be decided to continue the present arrangement, the Department is, of course, not pressed for time to have that done. If, however, the arrangement I have suggested, or a contract with some private manufacturer, be thought best, the Department should begin its preparations at a very early day, in order to have the new arrangement go into effect exactly when the present one terminates.

DISCONTINUANCE OF THE USE OF NEWSPAPER AND PERIODICAL STAMPS.

Under the present law and the Postal Regulations postage on newspapers and periodicals mailed in bulk by publishers and news agents, commonly called second-class matter, is collected by postmasters in money, for which they are required to give receipts to the senders of the matter, and to attach to the stubs of such receipts, retained in books kept in the post-office, the equivalent of the money received in newspaper and periodical stamps, or stamps provided solely for that purpose, which are not good for postage on any other class of mail matter, and which are not to be sold, loaned, or given away. Every postmaster at whose office this class of matter is mailed is further required to cancel the stamps used therefor, and to transmit them every quarter to the office of the Third Assistant Postmaster-General, with the stubs to which they are attached, and with an itemized report showing the names of the mailing parties and of their publications, and the amount of postage paid thereon; and these canceled stamps, after being carefully counted and the amounts found to agree with the accompanying reports, are destroyed.

Upon a very slight consideration of this system it will be seen that as the stamps used are never bought by the senders of second-class matter, are never in their hands, but are always, both before and after use, in the custody of postmasters or their subordinates, who can apply them or not to the stubs of their receipt-books, as they may elect, and in any amounts, the use of them in the manner described is unnecessary. A receipt to be given in every case to the sender of such matter, with a manifolded copy of it to be sent by the postmaster to the Department, would present precisely the same evidence of the collection of the postage as is now sought to be secured by the use of the stamps. The only difference would be in the manner of showing the postmaster's collections: under the present plan he simply reports to this office the amount of postage received, and sends to the Department the stamps used, while to the Auditor he reports these stamps as sold; under the other, he would still report the amount of postage received, accompanied by manifolded copies of the receipts given therefor, which could be examined and verified, if necessary, both by the Third Assistant Postmaster-General and by the Auditor.

These newspaper and periodical stamps are not only unnecessary, but they involve labor and expense, which could be saved by their abandonment. The cost of their manufacture is not very great, it is true—not over a thousand dollars a year; but the transmission of them in the mails, the custody of them in post-offices, the application of them to the receipt books of postmasters, the canceling and forwarding of them to the Department, and their examination and destruction here, amount to very much more, all of which could be saved.

Not being willing, however, to rely entirely on my own judgment as to the matter, I have had special inquiry made of the postmasters at three very large cities as to whether the present system is a proper one, and they have all agreed that so far as concerns the use of newspaper and periodical stamps the system should be modified, and could be without any inconvenient derangement of their office methods.

On the whole, I am thoroughly convinced that the use of the stamps in question affords no protection whatever to the Government or to postmasters, but is expensive and unnecessary, and I accordingly recommend that Congress be asked to authorize their discontinuance, and the substitution of such a system of accountability on the part of postmasters and their subordinates as may be deemed best by the Postmaster-General.

LOSS OF REVENUE FROM FAILURE TO COLLECT POSTAGE ON SHORT-PAID MATTER.

From facts that have from time to time been brought to my attention, and from my own experience in the postal service, I am inclined to think that the Department is, and for years past has been, suffering a heavy loss of revenue from the failure of postmasters to rate up and collect postage on first-class mail matter not fully prepaid. Very little loss of this kind occurs in connection with the mailing and delivery of third and fourth class matter, because, as the law requires full prepayment of postage on these classes, the practice of the senders of such matter, with immaterial exceptions, is to fully comply therewith, and the almost universal rule among postmasters is to see that that is done. The bulk of the loss referred to is on matter of the first class, and it is primarily due to the liberality of the law, which permits such matter to be dispatched to destination when only one rate of postage (2 cents)

has been prepaid, regardless of the weight, it being, however, the duty of the sending postmaster, in every case where the matter weighs over an ounce, to rate up the deficient postage, and of the delivering postmaster to collect that deficiency when the matter is handed to the addressee.

At the time this law was enacted (June 8, 1872) there was a fairly good reason for it. The unit of weight of letters was then only a half ounce, and the statute in force up to that time required that they, like all other matter, should be fully prepaid. There being a considerable percentage of letters weighing more than half an ounce, and the great majority of the senders not knowing of such overweight, nor possessed of the facilities for ascertaining it, a large number of letters were constantly being held at mailing post-offices for deficient postage, which naturally occasioned much inconvenience and complaint. The change of the law, providing for the dispatch of overweight letters when a single rate of postage should be prepaid, was consequently a popular and not unreasonable concession.

This state of things, however, has been radically changed since 1885, when by law the unit of weight of letters was increased from half an ounce to an ounce. The percentage of overweight letters—that is to say, letters weighing more than 1 ounce—is now not nearly so great as when the unit was only half that weight; in fact, the percentage is so reduced that out of the vast number of people sending letters by mail a comparatively small number of those who inadvertently underpay postage would be inconvenienced if the rule should be again changed so as to require full prepayment in all cases. Still, these cases, together with those where failure to fully prepay is intentional, involve a considerable amount of postal revenue, all of which should be collected, but much of which is not, for the following reasons:

First. The rule being to allow a letter to be dispatched when bearing only a 2-cent stamp, many careless postmasters and postal employees whose duty it is to handle letters concern themselves only with seeing that that amount of postage is prepaid. Except in cases where there is a great excess of weight over the unit, the matter is often allowed to go through without being weighed or rated up, and in nine out of ten of such cases the overweight escapes the attention of the delivering postmaster. If the penalty for underpayment were the detention of the letter, the sender would be bound to see to its full prepayment, and in the great majority of cases this would be done.

Second. Even when the matter is properly rated up by the sending office, delivering postmasters frequently omit to make collection of the due postage from addressees, sometimes out of pure carelessness, but mostly, and this especially at the little offices, because there is a very pronounced objection on the part of addressees to paying such postage, and more or less of odium incurred whenever the postmaster fully performs his duty in the matter.

Third. Cases have not infrequently arisen where, by prearrangement between the senders of matter and postmasters at small offices of destination, the Government is cheated out of its legitimate revenue. In most of these cases the postmasters themselves are the addressees of the matter, as, for example, where the postmaster is the agent of some business concern in a city, and is constantly receiving from his employers large quantities of matter, or where the postmaster is engaged in private business and gets his supplies of goods from the commercial cities through the mails—the arrangement being in every such case that the matter shall be sent sealed, making it first-class or letter matter,

and that it shall bear only a 2-cent stamp to prepay postage. The advantage to the addressee or the sender in every such case is that there is paid only 2 cents postage, though sometimes a dollar or more may be due; for whether the addressee simply delivers the matter to himself without paying any postage on it, or goes through the formality of applying postage-due stamps to it in the way of payment, and then credits himself with the commissions on their cancellation, the result is practically the same.

It is my opinion that the Government is losing enough money in the way indicated to warrant it in changing the present law so as to require full prepayment of postage on letters and other first-class matter, the same as on all other classes, and I accordingly so recommend.

NUMBER OF PIECES OF MAIL MATTER.

As a matter of public interest, I submit the following statement, which gives the estimated number of pieces of mail matter of the several classes dispatched in the mails during the year ending June 30, 1897:

Letters and other matter sent at letter rates	2,540,737,633
Letters and other matter on official business, free	94,733,389
Total letters paid and free	2,635,471,022
Postal cards	523,000,000
Newspapers and periodicals mailed by publishers and news agents, paid	1,274,494,995
Newspapers and periodicals mailed by publishers in the several counties of publication, free	548,220,270
Newspapers and periodicals mailed by others than publishers and news agents	90,834,824
Total second class matter	1,913,550,089
Third-class matter—books, pamphlets, circulars, and miscellaneous printed articles	651,250,902
Fourth-class matter—parcels of merchandise, seeds, plants, etc	57,730,130
Grand total	5,781,002,143

DIVISION OF FILES, RECORDS, AND MAILS.

The total number of letters and parcels received, opened, and examined in this division during the year was 1,697,500, showing a decrease from the number for the previous year of 23,350. Of these letters and parcels 241 contained money, and 10,750 contained postage stamps, stamped envelopes, and postal cards transmitted by postmasters for redemption or credit in their accounts.

The number of registered letters and parcels received was 16,992.

Of the letters received, 21,875 were briefed, recorded in the office indexes, and filed after final action upon them.

The number of outgoing letters written, copied, indexed, and mailed was 28,403, exclusive of circular letters and printed forms for instruction and use.

TABLES AND OTHER ACCOMPANYING PAPERS.

The following papers, elsewhere referred to in this report, giving complete details of the operations of this office, are hereto appended:

No. 1.—Copy of letter of estimates of appropriations for the office of the Third Assistant Postmaster-General for the fiscal year ending June 30, 1899.

No. 2.—Statement showing itemized appropriations for the service of the Post-Office Department for the fiscal year ending June 30, 1897, the expenditures made out of the same, and balances of unexpended appropriations.

No. 3.—Statement showing receipts, by quarters, for the fiscal year ending June 30, 1897, compared with fiscal years ending June 30, 1896, and June 30, 1895.

No. 4.—Statement showing expenditures, by quarters, for the fiscal year ending June 30, 1897, compared with fiscal years ending June 30, 1896, and June 30, 1895.

No. 5.—Statement showing receipts and disbursements at Treasury depositories during the fiscal year ending June 30, 1897.

No. 6.—Statement showing issues of postage stamps, stamped envelopes, newspaper wrappers, and postal cards, by quarterly periods, for the fiscal year ending June 30, 1897.

No. 7.—Statement showing issues of postage stamps, stamped envelopes, newspaper wrappers, and postal cards, by denominations, for the fiscal year ending June 30, 1897.

No. 8.—Statement showing increase or decrease in the issue of postage stamps, stamped envelopes, newspaper wrappers, and postal cards for the fiscal year ending June 30, 1897.

No. 9.—Statement showing value of postage stamps issued, by fiscal years, from their introduction, June 30, 1847, to June 30, 1897.

No. 10.—Statement, by fiscal years, of the issues of stamped envelopes from the date of their introduction, June 30, 1853, to June 30, 1897, with proportion of special-request envelopes from the date of their first issue in May, 1865.

No. 11.—Statement, by fiscal years, of the number of postal cards issued to postmasters from the date of their first issue, May 1, 1873, to June 30, 1897.

No. 12.—Comparative statement of second-class matter mailed and postage collected thereon at post-offices of the first class during the past two years.

No. 13.—Statement showing number of registered letters and parcels mailed in each of the several States and Territories of the United States during the fiscal year ending June 30, 1897.

No. 14.—Statement showing the operations of the registry system at thirty of the large post-offices, as compared with the operations of the previous year.

No. 15.—Statement showing the value and number of registered letters and parcels sent during the year for the Post-Office and Treasury Departments.

No. 16.—Copy of act of Congress authorizing limited indemnity for lost registered matter, approved February 27, 1897.

No. 17.—Papers connected with the destruction of old postal-card and stamped-envelope dies and plates, and of the rolls and working plates of former series of postage stamps.

No. 18.—Statement showing the operations of the special-delivery system at letter-carrier offices during the fiscal year ending June 30, 1897.

No. 19.—Contract with Albert Daggett for furnishing postal cards during the four years beginning December 1, 1897.

No. 20.—Copy of contract for furnishing registered-package, tag, official, and dead-letter envelopes during the year beginning July 1, 1897.

No. 21.—Contract with the Logan, Swift & Brigham Envelope Company, of Worcester, Mass., dated June 25, 1897, for supplying envelopes of various kinds to the several Executive Departments for the year ending June 30, 1898.

No. 22.—Schedules of envelopes, with prices, to be furnished the several Executive Departments during the year ending June 30, 1898, under contracts with the Logan, Swift & Brigham Envelope Company, of Worcester, Mass.; the White, Corbin & Co., of Rockville, Conn.; the Springfield Envelope Company, of Springfield, Mass.; R. Carter Ballantyne, of Washington, D. C.; and Easton & Rupp, of Washington, D. C.

CONCLUSION.

In conclusion, I take pleasure in bearing testimony to the general fidelity and efficiency of the officers, clerks, and other employees of this bureau, as shown since I have been in charge of it.

Respectfully, yours,

JOHN A. MERRITT,
Third Assistant Postmaster-General.

Hon. JAMES A. GARY,
Postmaster-General.

No. 1.—*Estimates of appropriations for the service of the Third Assistant Postmaster-General's Office during the year ending June 30, 1899.*[1]

POST-OFFICE DEPARTMENT,
OFFICE OF THE THIRD ASSISTANT POSTMASTER-GENERAL,
Washington, D. C., August 28, 1897.

SIR: I have the honor to submit the following estimates of the appropriations needed by this office for the service of the year ending June 30, 1899:

1. For manufacture of adhesive postage and special delivery stamps	$178,000
2. For pay of agent and assistants to distribute stamps, and expenses of agency	12,000
3. For manufacture of stamped envelopes and newspaper wrappers	823,000
4. For pay of agent and assistants to distribute stamped envelopes, newspaper wrappers, etc., and expenses of agency	17,800
5. For manufacture of postal cards	143,000
6. For pay of agent and assistants to distribute postal cards, and expenses of agency	7,800
7. For registered package, tag, official, and dead-letter envelopes	105,000
8. For ship, steamboat, and way letters	1,000
9. For miscellaneous items	500
Total	1,288,100

The calculations by which these estimates have been obtained are as follows:

POSTAGE STAMPS.

The number of postage-stamps of the several classes issued during the year ending June 30, 1897, is as follows: Ordinary stamps, 3,063,633,885; special-delivery stamps, 4,346,330; newspaper and periodical stamps, 5,544,279; postage-due stamps, 19,573,160; making in all 3,093,097,654, which is a little more than 1 per cent increase on the issues of the preceding year. It is fair to presume that this ratio will be increased during the current and the coming years, indications already appearing of an increase in the postal revenues. Upon the basis of a 7 per cent increase the estimate will be as follows, the cost of the stamps being calculated at the prices established by the Secretary of the Treasury and the Postmaster-General in the agreement providing for their manufacture at the Bureau of Engraving and Printing:

Ordinary stamps, 3,507,554,000, at 5 cents a thousand	$175,377
Special delivery stamps, 4,976,000, at 11.4 cents a thousand	567
Newspaper and periodical stamps, 6,348,000, at 11.4 cents a thousand	723
Postage-due stamps, 22,409,000, at 6.05 cents a thousand	1,355
Total	178,022

The estimate should be made $178,000, which exceeds by $3,000 the amount of the appropriation for the current year.

On the 30th of June, 1898, the agreement entered into with the Secretary of the Treasury whereby the postage stamps issued by the Post-Office Department are made at the Bureau of Engraving and Printing will expire, so that before the appropriation for which these estimates are made shall become available some new arrangement for securing supplies of stamps must be made. But whether the present arrangement shall be continued or a contract be made with some private manufacturer, or a manufactory of its own be established by the Post-Office Department, it is not supposed that the prices now paid for producing the stamps will be increased.

STAMPED ENVELOPES AND NEWSPAPER WRAPPERS.

The number of stamped envelopes and newspaper wrappers issued during the year ending June 30, 1897, is 585,032,000, which is about 5 per cent less than the issue of the preceding year. This ratio of decrease can not reasonably be expected to go on; an increase rather is to be expected—probably about 7 per cent. On this basis the estimate will be as follows:

Number issued during the year ending June 30, 1897	585,032,000
Add 7 per cent for increase	40,952,240
Gives estimated number for year ending June 30, 1898	625,984,240
Add 7 per cent again	43,818,896
Gives estimated number for year ending June 30, 1899	669,803,136

[1] After the formal submission of these estimates it was decided to ask for an appropriation of $6,000 to enable the Department to carry out the law of February 27, 897, providing a limited indemnity for lost registered letters. The amount of the estimates here given should therefore be increased by this supplemental item.

Multiplying this aggregate by $1.23, the average cost for the past year of a thousand envelopes, gives a total cost of $823,857.

The estimate had better be put, in round numbers, at $823,000. The current appropriation is $844,000.

On the 30th of September, 1898, the present contract for furnishing stamped envelopes will expire. It is not expected, however, that under a new contract prices will be increased.

POSTAL CARDS.

The total number of postal cards of all kinds issued during the year ending June 30, 1897, is 523,608,250, which is a little over a million less than the number for the preceding year. As in the case of stamped envelopes, this decrease is not likely to continue. An increase of 7 per cent is expected, on which the estimate is founded.

Number issued during the year ending June 30, 1897	523,608,250
Add 7 per cent for increase	36,652,577
Gives estimated number for year ending June 30, 1898	560,260,827
Add 7 per cent again	39,218,257
Gives estimated number for year ending June 30, 1899	599,479,084

Multiplying this by 23.8 cents, very near the average price per thousand of postal cards under the contract that has just been awarded, gives a total cost of $142,676, or, in round numbers, $143,000.

The new contract goes into effect December 1, 1897, the prices being 23.95 cents a thousand for the ordinary size of card, 20 cents for a smaller size that has been provided for, and 47 cents for the double, or reply, cards.

The current appropriation for postal cards is $197,000.

REGISTERED PACKAGE, TAG, OFFICIAL, AND DEAD-LETTER ENVELOPES.

The expenditure for these envelopes during the year ending June 30, 1897, amounted to $91,870.39, which is a little less than the expenditure of the preceding year, notwithstanding which it is believed that the appropriation should be increased. The estimate is calculated on the basis of 7 per cent additional:

Cost of envelopes for the year ending June 30, 1897	$91,870.39
Add 7 per cent for increase	6,430.92
Gives estimated cost for the year ending June 30, 1898	98,301.31
Add 7 per cent again	6,881.09
Gives estimated cost for the year ending June 30, 1899	105,182.40

The estimate may be put at $105,000. The present appropriation is $10[illegible].

Under the last contract for these envelopes, the contract being a year[illegible] no reduction of prices from those previously in force was secured. It is hardly to be expected that any reduction will occur under the next contract to be entered into.

POSTAGE STAMP, STAMPED ENVELOPE, AND POSTAL CARD AGENCIES.

The amounts estimated for these agencies are what the present law appropriates, namely:

Postage stamp agency	[illegible]
Stamped envelope agency	[illegible]
Postal card agency	[illegible]

SHIP, STEAMBOAT, AND WAY LETTERS.

Under the law, the owners and masters of vessels not [illegible] in the transportation of the mails are entitled to compensation [illegible] letters brought and delivered by them to post-offices for [illegible] tion. In every case the amount thus paid the [illegible] collected by the postmaster at the office of delivery [illegible] postage, which amount is therefore made good to the [illegible].

There has been a considerable fluctuation annually [illegible] object, but it is believed that $1,000 for the coming [illegible] all contingencies. This is the amount of the [illegible].

MISCELLANEOUS.

The same amount is asked for this purpose as [illegible] priation, namely, $500.

DIFFERENCE BETWEEN THE FOREGOING ESTIMATES AND CURRENT APPROPRIATIONS.

The following statement shows the difference between the amount of the foregoing estimates and the amounts appropriated for like purposes for the current year:

Total amount appropriated for year ending June 30, 1898	$1,358,100
Total of above estimates for year ending June 30, 1899	1,288,100
Excess of appropriations over estimates	70,000

This is about 5 per cent decrease in the estimated expenditure.

Very respectfully,

JOHN A. MERRITT,
Third Assistant Postmaster-General.

The POSTMASTER-GENERAL.

No. 2.—*Statement of the appropriations and expenditures on account of the postal service for the fiscal year ending June 30, 1897.*

Items.	Appropriations.	Expenditures to Sept. 30, 1897.	Balance unexpended.
Office of the Postmaster-General.			
Advertising	$5,000.00	$4,998.37	$1.63
Miscellaneous	1,000.00	45.00	955.00
Office of the First Assistant Postmaster-General.			
Compensation of postmasters	16,250,000.00	16,908,384.55	a 658,384.55
Compensation of clerks in post-offices	10,400,000.00	10,372,403.84	27,596.16
Rent, light, and fuel for first, second, and third class post-offices	1,600,000.00	1,506,338.03	93,661.97
Miscellaneous items, including office furniture	150,000.00	137,177.30	12,822.70
Advertising at first and second class post-offices	15,000.00	11,288.50	3,711.50
Free-delivery service	12,847,612.63	12,842,277.20	5,335.43
Stationery for post-offices	50,000.00	49,887.05	112.95
Wrapping twine	80,000.00	79,971.63	28.37
Wrapping paper	50,000.00	39,380.00	10,620.00
Letter balances, scales, and test weights	10,000.00	6,679.13	3,320.87
Postmarking and rating stamps	30,000.00	26,807.57	3,192.43
Packing boxes, sawdust, etc	1,500.00	753.05	746.95
Printing facing slips, slide labels, etc	15,000.00	14,409.45	590.55
Canceling machines	60,000.00	50,824.65	9,175.35
Payment of money orders more than 1 year old	27,704.45	27,704.45	
Office of the Second Assistant Postmaster-General.			
Inland mail transportation:			
Railroads	29,000,000.00	28,878,390.11	121,609.89
Railroad special facilities	196,614.22	158,014.92	38,599.30
Star	5,354,000.00	5,313,300.77	40,699.23
Steamboat	400,000.00	399,990.59	9.41
Electric and cable cars	150,000.00	139,734.81	10,265.19
Mail-messenger service	1,130,000.00	950,233.04	179,766.96
Regulation, screen, or other wagon service	710,000.00	705,260.25	4,739.75
Mail bags and catchers	345,000.00	341,965.16	3,034.84
Mail locks and keys	45,000.00	41,754.53	3,245.47
Repair shop for mail bags	8,500.00	7,749.24	750.76
Railway post-office car service	3,400,000.00	3,360,869.82	39,130.18
Railway post-office clerks	7,739,000.00	7,729,838.39	9,161.61
Miscellaneous items	1,000.00	992.52	7.48
Transportation of foreign mails	1,825,000.00	1,703,018.77	121,981.23
Balance due foreign countries	120,000.00	107,080.42	12,919.58
Additional compensation to the Oceanic Steamship Co.	80,000.00	80,000.00	
Office of the Third Assistant Postmaster-General.			
Manufacture of postage stamps	160,000.00	155,493.35	4,506.65
Rent for office for postage-stamp agent	600.00	600.00	
Distribution of postage stamps	12,000.00	9,815.60	2,184.40
Manufacture of stamped envelopes	830,000.00	719,194.79	110,805.21
Distribution of stamped envelopes	17,800.00	17,611.00	189.00
Manufacture of postal cards	186,000.00	171,377.03	14,622.97
Distribution of postal cards	7,800.00	6,138.49	1,661.51
Registered package, tag, official and dead-letter envelopes	105,000.00	91,870.39	13,129.61
Ship, steamboat, and way letters	1,000.00	525.12	474.88
Engraving, printing, and binding drafts and warrants	1,000.00		1,000.00
Special-delivery service	333,038.34	333,038.34	
Miscellaneous items	500.00		500.00

a Expended by postmasters in excess of the appropriation.

No. 2.—*Statement of the appropriations and expenditures on account of the postal service for the fiscal year ending June 30, 1897*—Continued.

Items.	Appropriations.	Expenditures to Sept. 30, 1897.	Balance unexpended.
Office of the Fourth Assistant Postmaster-General.			
Mail depredations and post-office inspectors	$300,000.00	$271,400.64	$28,599.36
Payment of rewards	25,000.00	6,700.00	18,300.00
Total	94,076,669.64	93,781,287.86	953,766.33

No. 3.—*Statement of the gross postal receipts, by quarters, for the fiscal year ending June 30, 1897, compared with the fiscal years ending June 30, 1896, and June 30, 1895.*

Items of revenue.	Receipts for the fiscal year 1897.				Total.
	Quarter ending—				
	Sept. 30, 1896.	Dec. 31, 1896.	Mar. 31, 1897.	June 30, 1897.	
Letter postage paid in money	$34,826.28	$1,913.13	$72,374.85	$45,208.55	$154,322.81
Box rents and branch offices	628,355.20	629,789.03	633,165.81	631,541.17	2,522,851.21
Fines and penalties	5,119.50	5,653.99	10,726.56	5,079.24	26,579.29
Postage stamps, stamped envelopes, newspaper wrappers, etc	18,143,741.25	20,486,868.15	20,883,545.29	19,445,390.97	78,959,545.66
Dead letters	2,133.06	5,285.66	1,901.10	2,117.22	11,437.04
Revenue from money-order business	221,477.92	290,124.92	227,033.30	228,544.92	967,181.06
Miscellaneous	11,230.08	6,756.39	4,331.36	1,227.83	23,545.66
Total	19,046,883.29	21,426,391.27	21,833,078.27	20,359,109.90	82,665,462.73

Items of revenue.	Receipts for the fiscal year 1896.			Receipts for the fiscal year 1895.		
	Total for 1896.	Increase 1897 over 1896.	Decrease 1897 from 1896.	Total for 1895.	Increase 1897 over 1895.	Decrease 1897 from 1895.
Letter postage paid in money	$52,783.40	$101,539.41		$135,818.06	$18,504.75	
Box rents and branch offices	2,534,925.51		$12,074.30	2,509,949.58	12,901.63	
Fines and penalties	28,583.77		2,004.48	20,889.68	5,689.61	
Postage stamps, stamped envelopes, newspaper wrappers, etc	78,488,077.78	521,467.88		73,477,440.98	5,482,104.68	
Dead letters	10,255.79	1,181.25		12,217.45		$780.41
Revenue from money-order business	886,185.07	80,995.99		812,088.10	155,142.96	
Miscellaneous	29,152.51		5,606.85	14,774.34	8,771.32	
Unpaid money orders more than 1 year old	519,244.57		519,244.57			
Total	82,499,208.40	705,184.53	538,930.20	76,983,128.19	5,683,114.95	780.41

	Amount.	Per cent.
Comparison:		
Postal receipts (including amount derived from money-order business)	$82,665,462.73	
Increase in receipts for 1897 as compared with 1896	166,254.33	0.2
Increase in receipts for 1897 as compared with 1895	5,682,334.54	7.38
Postal receipts (excluding amount derived from money-order business)	81,698,281.67	
Increase in receipts for 1897 as compared with 1896	85,258.34	.1
Increase in receipts for 1897 as compared with 1895	5,527,191.58	7.25

No. 4.—*Statement of the expenditures on account of the postal service, by quarters, for the fiscal year ending June 30, 1897, compared with the fiscal years ending June 30, 1896, and June 30, 1895.*

Items of expenditure.	Expenditures for the fiscal year 1897.				
	Quarter ending—				Total payments for year ending June 30, 1897.
	Sept. 30, 1896.	Dec. 31, 1896.	Mar. 31, 1897.	June 30, 1897.	
Office of the Postmaster-General.					
Advertising	$41.80	$469.17	$1,181.00	$3,306.40	$4,998.37
Miscellaneous items				45.00	45.00
Office of the First Assistant Postmaster-General.					
Compensation of postmasters	4,126,283.98	4,228,954.68	4,330,556.38	4,222,589.51	16,908,384.55
Compensation of clerks in post-offices	2,582,997.59	2,599,551.17	2,592,160.02	2,597,695.06	10,372,403.84
Rent, light, and fuel for first, second, and third class post-offices	360,304.42	383,762.56	382,532.55	379,738.50	1,506,338.03
Miscellaneous items, including office furniture	24,929.44	23,956.11	37,526.60	50,765.15	137,177.30
Advertising at first and second class post-offices	2,462.50	2,652.12	2,758.02	3,415.86	11,288.50
Free-delivery service	3,318,364.54	3,192,614.03	3,148,887.89	3,182,410.74	12,842,277.20
Stationery for post-offices	10,597.36	11,132.71	14,955.14	13,201.84	49,887.05
Wrapping twine	19,881.60	19,565.00	18,641.58	21,883.45	79,971.63
Wrapping paper	4,330.00	7,650.00	12,380.00	15,020.00	39,380.00
Letter balances, scales, and test weights	128.10	321.90	2,137.38	4,091.75	6,679.13
Postmarking and rating stamps	2,775.67	5,913.49	8,332.71	9,785.70	26,807.57
Packing boxes, sawdust, etc	96.75	88.25	307.60	260.45	753.05
Printing and facing slips	3,384.78	3,915.65	2,827.41	4,281.61	14,409.45
Canceling machines	9,674.00	12,004.89	13,582.23	15,563.53	50,824.65
Payment of money orders, more than 1 year old	2,930.08	7,386.26	7,574.38	9,813.73	27,704.45
Postal Laws and Regulations					
Office of the Second Assistant Postmaster-General.					
Inland mail transportation, railroad	7,184,345.04	7,250,435.09	7,205,421.30	7,238,188.68	28,878,390.11
Inland mail transportation, special facilities	40,969.33	37,108.51	39,037.21	40,899.87	158,014.92
Inland mail transportation, star	1,326,774.69	1,325,864.73	1,319,496.69	1,341,104.66	5,313,300.77
Inland mail transportation, steamboat	111,303.84	98,004.14	89,126.37	101,556.24	399,990.59
Mail-messenger service	239,216.72	237,748.88	236,649.96	236,617.48	950,233.04
Screen-wagon service	176,333.88	177,914.39	175,884.40	175,678.08	705,260.25
Railway post-office car service	814,765.70	835,504.26	855,137.31	855,462.55	3,360,869.82
Electric and cable car service	28,689.83	34,157.31	37,923.42	38,964.25	139,734.81
Mail bags and catchers	156,096.13	81,137.78	57,553.51	47,177.74	341,965.16
Mail locks and keys	8,620.28	9,813.43	12,616.80	10,704.02	41,754.53
Repair shop for mail bags	1,779.94	1,947.38	2,066.50	1,955.42	7,749.24
Railway post-office clerks	1,913,965.80	1,927,840.10	1,937,664.19	1,950,378.30	7,729,838.39
Miscellaneous items	126.31	133.90	42.75	688.56	992.52
Transportation of foreign mails	425,146.26	419,705.03	420,090.10	438,077.38	1,703,018.77

Balance due foreign countries	5.22	20,997.74	38,876.66	47,200.80	107,080.42
Additional compensation to Oceanic Steamship Company	20,000.00	20,000.00	20,000.00	20,000.00	80,000.00
Office of the Third Assistant Postmaster-General.					
Manufacture of postage stamps	34,416.19	39,399.70	41,065.16	40,612.80	155,493.85
Distribution of postage stamps	2,453.90	2,453.90	2,453.90	2,453.90	9,815.60
Rent for stamp agency	150.00	150.00	150.00	150.00	600.00
Manufacture of stamped envelopes, etc	171,098.62	186,633.26	185,418.62	176,044.29	719,194.79
Distribution of stamped envelopes, etc	4,395.00	4,426.00	4,395.00	4,395.00	17,611.00
Manufacture of postal cards	36,126.97	44,700.27	44,933.47	45,616.32	171,377.03
Distribution of postal cards	1,528.00	1,558.74	1,525.00	1,526.75	6,138.49
Registered-package, tag, official, and dead-letter envelopes	20,445.11	24,229.55	26,254.45	20,941.28	91,870.39
Ship, steamboat, and way letters	134.06	120.04	79.24	191.78	525.12
Special-delivery service	78,587.42	84,679.86	81,728.77	88,042.29	333,038.34
Miscellaneous items					
Office of the Fourth Assistant Postmaster-General.					
Mail depredations and post-office inspectors	66,970.60	68,172.31	67,498.90	68,758.83	271,400.64
Payment of rewards		2,150.00	3,150.00	1,400.00	6,700.00
Total	23,333,616.95	23,436,924.29	23,482,031.57	23,528,715.05	93,781,287.86

No. 4.—*Statement of the expenditures on account of the postal service, by quarters, for the fiscal year ending June 30, 1897, compared with the fiscal years ending June 30, 1896, and June 30, 1895*—Continued.

Items of expenditure.	Expenditures on account of previous fiscal years.	Expenditures for the fiscal year 1896.			Expenditures for the fiscal year 1895.		
		Total payments to June 30, 1897.	Comparison with 1897.		Total payments to June 30, 1897.	Comparison with 1897.	
			Increase.	Decrease.		Increase.	Decrease.
Office of the Postmaster-General.							
Advertising	$134.37	$3,275.59	$1,722.78		$14,759.60		$9,761.23
Miscellaneous items		90.50		$45.50	118.77		73.77
Office of the First Assistant Postmaster-General.							
Compensation of postmasters	9,237.10	16,569,070.57	339,313.98		16,086,639.11	$821,745.44	
Compensation of clerks in post-offices	3,701.89	9,974,859.18	397,544.66		9,417,988.52	954,415.32	
Rent, light, and fuel for first, second, and third class post-offices	6,068.87	1,455,822.52	50,515.51		1,430,499.85	75,838.18	
Miscellaneous items, including office furniture	1,723.27	111,588.01	25,589.29		119,642.70	17,534.60	
Advertising at first and second class post-offices	125.94	10,560.01	728.49			11,288.50	
Free-delivery service	68,984.59	12,781,932.14	60,345.06		12,180,486.78	661,790.42	
Stationery for post-offices		49,902.88		15.83	53,310.59		3,423.54
Wrapping twine		79,936.36	35.27		79,989.76		18.13
Wrapping paper		49,872.74		10,492.74	49,989.24		10,609.24
Letter balances, scales, and test weights		14,756.15		8,077.02	9,915.63		3,236.50
Postmarking and rating stamps		26,888.54		80.97	24,305.20	2,502.37	
Packing boxes, sawdust, etc	291.00	1,332.43		579.38	987.95		234.90
Printing and facing slips	5.82	14,780.38		370.93	9,775.00	4,634.45	
Canceling machines	218.90	32,035.27	18,789.38		52,437.38		1,613.23
Payment of money orders more than one year old		27,046.45	658.00			27,704.45	
Postal Laws and Regulations	2,000.00						
Office of the Second Assistant Postmaster-General.							
Inland mail transportation, railroad	87,373.41	27,747,879.75	1,130,510.36		26,547,267.12	2,331,122.99	
Inland mail transportation, special facilities	4,963.41	155,332.94	2,681.98		167,392.09		9,377.17
Inland mail transportation, star	9,184.09	5,842,871.23		529,570.46	5,763,627.04		450,326.27
Inland mail transportation, steamboat	1,272.36	389,654.62	10,335.97		381,906.07	18,084.52	
Mail-messenger service	1,391.25	1,175,741.11		225,508.07	1,194,539.10		244,306.06
Screen-wagon service			705,260.25			705,260.25	
Railway post-office car service	443.94	3,135,487.48	225,382.34		2,948,807.96	412,061.86	
Electric and cable car service			139,734.81			139,734.81	
Mail bags and catchers	1,359.43	269,847.10	72,118.06		269,550.94	72,414.22	
Mail locks and keys	209.00	39,084.62	2,669.91		34,973.96	6,780.57	
Repair shop for mail bags		7,886.82		137.58	8,403.58		654.34
Railway post-office clerks	557.96	7,421,155.06	308,683.32		7,103,370.70	626,467.60	
Miscellaneous items	25.00	501.20	491.32		506.14	486.38	
Transportation of foreign mails	496.28	1,509,746.45	193,272.32		1,188,017.84	515,000.93	

Balance due foreign countries	84,847.63	198,070.71		90,900.29	109,400.24		2,319.82
Additional compensation to Oceanic Steamship Co			80,000.00			80,000.00	
Office of the Third Assistant Postmaster-General.							
Manufacture of postage stamps		153,581.62	1,911.73		107,699.78	47,793.57	
Distribution of postage stamps		9,881.64		66.04	9,784.78	30.82	
Rent for stamp agency			600.00			600.00	
Manufacture of stamped envelopes, etc	72.55	753,030.64		83,835.85	835,548.07		116,353.28
Distribution of stamped envelopes, etc		17,469.99	141.01		17,747.30		136.30
Manufacture of postal cards	198.00	172,347.72		970.69	163,060.50	8,316.53	
Distribution of postal cards		6,181.59		43.10	6,121.55	16.94	
Registered-package, tag, official, and dead-letter envelopes		93,876.82		1,506.43	97,840.34		5,960.95
Ship, steamboat, and way letters	04	553.48		28.36	727.66		202.54
Special-delivery service	19.46	318,027.90	15,010.44		281,168.06	51,870.28	
[illegible] items		377.60		377.60	282.00		282.00
[illegible] Fourth Assistant Postmaster-General.							
[illegible] post-office inspectors	2,803.36	268,517.71	2,882.93		240,289.14	31,111.50	
[illegible]	8,750.00	13,900.00		7,200.00	9,000.00		2,300.00
	[illegible]	[illegible]	8,780,929.18	909,896.84	87,017,878.54	7,624,607.59	861,198.27
			909,896.84			861,198.27	
			[illegible]			6,763,409.32	

[illegible]	$92,877,032.34
[illegible]	6,763,409.32
[illegible]	87,003,539.38
[illegible]	38,440,907.13
[illegible]	39,903,794.31
[illegible]	2,902,254.93
[illegible]	1,158,827.18
[illegible]	94,077,[illegible]
[illegible]	82,665,[illegible]
[illegible]	11,411,[illegible]

15
279
[illegible],068
[illegible]713,500
[illegible],456,750
300,600
706,600
1,383,240
7,150
5,260
19,573,160
$443,720

No. 5.—*Statement of receipts and disbursements at Treasury depositories during the fiscal year ending June 30, 1897, compared with the previous fiscal year.*

	Net deposits.	Transfer account.		Aggregate accumulation.
		To—	From—	
Treasurer United States, Washington, D. C	[a]$11,157,713.38 1,299,103.76	$226,530.55	$9,125,000.00	$12,683,347.69
Assistant Treasurer United States:				
Baltimore, Md	359,492.16	850,000.00		1,209,492.16
Boston, Mass	3,439,271.30	250,000.00	1,200,000.00	2,689,271.30
Chicago, Ill	6,293,985.03	2,900,000.00		9,193,985.03
Cincinnati, Ohio	2,569,447.19	950,000.00		3,519,447.19
New Orleans, La	921,559.56	550,000.00		1,471,559.56
New York, N. Y	11,057,496.78	700,000.00	1,225,000.00	11,757,496.78
Philadelphia, Pa	2,854,711.47	2,600,000.00		5,454,711.47
San Francisco, Cal	1,288,643.96	100,000.00		1,388,643.96
St. Louis, Mo	1,953,324.86	2,450,000.00		4,403,324.86
Designated national banks	30,038.74		26,530.55	30,038.74
Old accounts				
Total	43,224,788.19	11,576,530.55	11,576,530.55	84,891,318.74

	Comparison of receipts with those of previous fiscal year.		Amount of warrants issued for 1897 compared with the amount issued on account previous fiscal year.		
	Increase.	Decrease.	Warrants issued for 1897.	Increase.	Decrease.
Treasurer United States, Washington, D. C	$1,857,713.38	[b]$614,115.97	$3,536,794.08		$69,167.13
Assistant Treasurer United States:					
Baltimore, Md	897.96		1,227,000.59	$25,021.02	
Boston, Mass		184,596.06	2,506,729.92		21,598.59
Chicago, Ill		226,318.62	9,274,505.68	282,379.56	
Cincinnati, Ohio		66,452.95	3,405,341.08	145,625.53	
New Orleans, La	23,969.46		1,457,308.63	4,992.51	
New York, N. Y		260,996.48	10,694,077.82	782,581.34	
Philadelphia, Pa		104,818.31	5,498,451.84	216,809.54	
San Francisco, Cal	32,813.81		1,353,536.95	74,714.87	
St. Louis, Mo		94,747.76	4,302,803.64	176,278.63	
Designated national banks		3,162.84			
Old accounts					
Total	1,915,394.61	1,555,208.99	43,256,550.23	1,658,403.00	90,765.72
	1,555,208.99			90,765.72	
Net increase	360,185.62			1,567,637.28	

	Amount of warrants paid for 1897.	Balance on hand June 30, 1897.	Amount of warrants outstanding June 30, 1897.	Balance subject to draft June 30, 1897.
Treasurer United States, Washington, D. C	$3,539,625.34	$484,415.51	$5,568.23	$478,847.28
Assistant treasurer United States:				
Baltimore, Md	1,226,820.64	30,338.75	1,216.99	29,121.76
Boston, Mass	2,506,683.77	451,695.42	2,327.19	449,368.23
Chicago, Ill	9,290,904.76	655,699.60	9,533.04	646,166.56
Cincinnati, Ohio	3,404,929.69	392,530.39	4,090.13	388,440.26
New Orleans, La	1,457,343.15	63,089.80	7,036.43	56,053.37
New York, N. Y	10,703,544.86	963,927.60	4,657.01	959,270.59
Philadelphia, Pa	5,498,443.01	554,285.15	1,691.19	552,593.96
San Francisco, Cal	1,346,841.22	174,603.34	17,286.71	157,316.63
St. Louis, Mo	4,299,256.49	210,178.51	26,270.48	183,908.03
Designated national banks		10,047.57		10,047.57
Old accounts		37,277.06		37,277.06
Total	43,274,401.93	4,028,088.70	79,677.40	3,948,411.30
		79,677.40		
Net balance		3,948,411.30		

[a] Grants from general Treasury on accoun of deficiency in the postal revenue.
[b] Increase in grants.

Balance on hand June 30, 1896	$4,077,734.84
Receipts for fiscal year 1897	43,224,788.19
	47,302,523.03
Warrants paid during fiscal year 1897	43,274,401.93
	4,028,121.10
Counter-entry receipts on account of fiscal year 1896	32.40
Balance on hand June 30, 1897	4,028,088.70
Warrants outstanding June 30, 1897	79,677.40
Balance subject to warrant June 30, 1897	3,948,411.30

No. 6.—*Postage stamps, stamped envelopes, newspaper wrappers, and postal cards issued during the fiscal year ending June 30, 1897.*

ORDINARY POSTAGE STAMPS.

Denomination.	Quarter ending—				Total.
	Sept. 30, 1896.	Dec. 31, 1896.	Mar. 31, 1897.	June 30, 1897.	
1-cent	145,068,800	189,247,500	194,221,800	196,113,400	724,651,500
2-cent	507,181,600	553,723,400	582,508,700	575,663,300	2,219,027,000
3-cent	3,883,400	5,486,500	5,956,700	4,459,700	19,786,300
4-cent	4,473,900	6,139,600	5,909,250	5,232,900	21,755,650
5-cent	9,612,140	12,200,960	12,250,880	10,310,040	44,374,020
6-cent	1,125,250	1,512,450	1,516,750	1,429,450	5,583,900
8-cent	1,771,550	2,587,000	2,473,900	2,472,900	9,305,350
10-cent	3,712,880	4,621,050	4,665,050	4,120,410	17,119,390
15-cent	360,280	596,740	491,860	443,940	1,892,820
50-cent	20,480	37,180	14,170	37,970	109,800
$1	2,040	10,600	3,880	6,815	23,335
$2	190	880	1,060	20	2,150
$5	60	50	1,560	1,000	2,670
10-cent special-delivery	1,025,720	1,095,630	1,046,610	1,178,370	4,346,330
Total	678,188,290	777,259,540	811,062,170	801,470,215	3,067,980,215
Value	$13,119,486	$14,977,250	$15,574,754	$15,243,917	$58,915,413

NEWSPAPER AND PERIODICAL STAMPS.

1-cent	275,200	287,000	249,900	233,050	1,045,150
2-cent	340,925	347,050	320,650	312,400	1,321,025
5-cent	235,640	259,150	242,000	212,570	949,360
10-cent	259,025	285,245	282,815	248,850	1,075,935
25-cent	114,610	118,060	109,594	111,800	454,064
50-cent	117,851	117,020	112,346	118,710	465,927
$2	29,158	31,875	33,692	29,185	123,910
$5	11,259	13,120	10,440	10,780	45,599
$10	6,964	8,130	6,565	5,855	27,514
$20	5,000	4,990	4,280	4,190	18,460
$50	1,255	1,115	930	1,120	4,420
$100	3,265	3,495	3,065	3,090	12,915
Total	1,400,152	1,476,250	1,376,277	1,291,600	5,544,279
Value	$803,334	$855,018	$756,699	$751,017	$3,171,068

POSTAGE-DUE STAMPS.

1-cent	2,259,600	2,106,000	2,062,900	2,285,000	8,713,500
2-cent	1,937,900	2,130,650	2,072,800	2,315,400	8,456,750
3-cent	39,400	108,500	49,600	103,100	300,600
5-cent	133,880	237,440	181,600	153,740	706,660
10-cent	277,590	344,790	394,410	366,450	1,383,240
30-cent	2,790	2,060	1,180	1,120	7,150
50-cent	2,160	1,520	1,010	570	5,260
Total	4,653,320	4,930,960	4,763,500	5,225,380	19,573,160
Value	$98,906	$114,657	$112,953	$117,204	$443,720

No. 5.—*Statement of receipts and disbursements at Treasury depositories during the fiscal year ending June 30, 1897, compared with the previous fiscal year.*

	Net deposits.	Transfer account.		Aggregate accumulation.
		To—	From—	
Treasurer United States, Washington, D. C	[a]$11,157,713.38 1,299,103.76	$226,530.55	$9,125,000.00	$12,683,347.69
Assistant Treasurer United States:				
Baltimore, Md	359,492.16	850,000.00		1,209,492.16
Boston, Mass	3,439,271.30	250,000.00	1,200,000.00	3,689,271.30
Chicago, Ill	6,293,985.03	2,900,000.00		9,193,985.03
Cincinnati, Ohio	2,569,447.19	950,000.00		3,519,447.19
New Orleans, La	921,559.56	550,000.00		1,471,559.56
New York, N. Y	11,057,496.78	700,000.00	1,225,000.00	11,757,496.78
Philadelphia, Pa	2,854,711.47	2,600,000.00		5,454,711.47
San Francisco, Cal	1,288,643.96	100,000.00		1,388,643.96
St. Louis, Mo	1,953,324.86	2,450,000.00		4,403,324.86
Designated national banks	30,038.74		26,530.55	30,038.74
Old accounts				
Total	43,224,788.19	11,576,530.55	11,576,530.55	54,801,318.74

	Comparison of receipts with those of previous fiscal year.		Amount of warrants issued for 1897 compared with the amount issued on account previous fiscal year.		
	Increase.	Decrease.	Warrants issued for 1897.	Increase.	Decrease.
Treasurer United States, Washington, D. C	$1,857,713.38	[b]$614,115.97	$3,536,794.08		$69,167.13
Assistant Treasurer United States:					
Baltimore, Md	897.96		1,227,000.59	$25,021.02	
Boston, Mass		184,596.06	2,506,729.92		21,598.60
Chicago, Ill		226,318.62	9,274,505.68	282,379.56	
Cincinnati, Ohio		66,452.95	3,405,341.08	145,625.53	
New Orleans, La	23,969.46		1,457,308.63	4,992.51	
New York, N. Y		260,996.48	10,694,077.82	732,581.34	
Philadelphia, Pa		104,818.31	5,498,451.84	216,809.54	
San Francisco, Cal	32,813.81		1,353,536.95	74,714.87	
St. Louis, Mo		94,747.76	4,302,803.64	176,278.63	
Designated national banks		3,162.84			
Old accounts					
Total	1,915,394.61 1,555,208.99	1,555,208.99	43,256,550.23	1,658,403.00 90,765.72	90,765.72
Net increase	360,185.62			1,567,637.28	

	Amount of warrants paid for 1897.	Balance on hand June 30, 1897.	Amount of warrants outstanding June 30, 1897.	Balance subject to draft June 30, 1897.
Treasurer United States, Washington, D. C	$3,539,625.34	$484,415.51	$5,568.23	$478,847.28
Assistant treasurer United States:				
Baltimore, Md	1,226,829.64	30,338.75	1,216.99	29,121.76
Boston, Mass	2,506,683.77	451,695.42	2,327.19	449,368.23
Chicago, Ill	9,290,904.76	655,699.60	9,533.04	646,166.56
Cincinnati, Ohio	3,404,929.69	392,530.39	4,090.13	388,440.26
New Orleans, La	1,457,343.15	63,089.80	7,036.43	56,053.37
New York, N. Y	10,703,544.86	963,927.60	4,657.01	959,270.59
Philadelphia, Pa	5,498,443.01	554,285.15	1,691.19	552,593.96
San Francisco, Cal	1,346,841.22	174,603.34	17,286.71	157,316.63
St. Louis, Mo	4,299,256.49	210,178.51	26,270.48	183,908.03
Designated national banks		10,047.57		10,047.57
Old accounts		37,277.06		37,277.06
Total	43,274,401.93	4,028,088.70 79,677.40	79,677.40	3,948,411.30
Net balance		3,948,411.30		

[a] Grants from general Treasury on accoun of deficiency in the postal revenue.
[b] Increase in grants.

Balance on hand June 30, 1896	$4,077,734.84
Receipts for fiscal year 1897	43,224,788.19
	47,302,523.03
Warrants paid during fiscal year 1897	43,274,401.93
	4,028,121.10
Counter-entry receipts on account of fiscal year 1896	32.40
Balance on hand June 30, 1897	4,028,088.70
Warrants outstanding June 30, 1897	79,677.40
Balance subject to warrant June 30, 1897	3,948,411.30

No. 6.—*Postage stamps, stamped envelopes, newspaper wrappers, and postal cards issued during the fiscal year ending June 30, 1897.*

ORDINARY POSTAGE STAMPS.

Denomination.	Quarter ending—				Total.
	Sept. 30, 1896.	Dec. 31, 1896.	Mar. 31, 1897.	June 30, 1897.	
1-cent	145,068,800	189,247,500	194,221,800	196,113,400	724,651,500
2-cent	507,181,600	553,723,400	582,508,700	575,663,300	2,219,027,000
3-cent	3,883,400	5,486,500	5,956,700	4,459,700	19,786,300
4-cent	4,473,900	6,139,600	5,909,250	5,232,900	21,755,650
5-cent	9,612,140	12,200,960	12,250,880	10,310,040	44,374,020
6-cent	1,125,250	1,512,450	1,516,750	1,429,450	5,583,900
8-cent	1,771,550	2,587,000	2,473,900	2,472,900	9,305,350
10-cent	3,712,880	4,621,050	4,665,050	4,120,410	17,119,390
15-cent	360,280	596,740	491,860	443,940	1,892,820
50-cent	20,480	37,180	14,170	37,970	109,800
$1	2,040	10,600	3,880	6,815	23,335
$2	190	880	1,060	20	2,150
$5	60	50	1,560	1,000	2,670
10-cent special-delivery	1,025,720	1,095,630	1,046,610	1,178,370	4,346,330
Total	678,188,290	777,259,540	811,062,170	801,470,215	3,067,980,215
Value	$13,119,486	$14,977,256	$15,574,754	$15,243,917	$58,915,413

NEWSPAPER AND PERIODICAL STAMPS.

1-cent	275,200	287,000	249,900	233,050	1,045,150
2-cent	340,925	347,050	320,650	312,400	1,321,025
5-cent	235,640	259,150	242,000	212,570	949,360
10-cent	259,025	285,245	282,815	248,850	1,075,935
25-cent	114,610	118,060	109,594	111,800	454,064
50-cent	117,851	117,020	112,346	118,710	465,927
$2	29,158	31,875	33,692	29,185	123,910
$5	11,259	13,120	10,440	10,780	45,599
$10	6,964	8,130	6,565	5,855	27,514
$20	5,000	4,990	4,280	4,190	18,460
$50	1,255	1,115	930	1,120	4,420
$100	3,265	3,495	3,065	3,090	12,915
Total	1,400,152	1,476,250	1,376,277	1,291,600	5,544,279
Value	$808,334	$855,018	$756,699	$751,017	$3,171,068

POSTAGE-DUE STAMPS.

1-cent	2,259,600	2,106,000	2,062,900	2,285,000	8,713,500
2-cent	1,937,900	2,130,650	2,072,800	2,315,400	8,456,750
3-cent	39,400	108,500	49,600	103,100	300,600
5-cent	133,880	237,440	181,600	153,740	706,660
10-cent	277,590	344,790	394,410	366,450	1,383,240
30-cent	2,790	2,060	1,180	1,120	7,150
50-cent	2,160	1,520	1,010	570	5,260
Total	4,653,320	4,930,960	4,763,500	5,225,380	19,573,160
Value	$98,906	$114,657	$112,953	$117,204	$443,720

No. 6.—*Postage stamps, stamped envelopes, newspaper wrappers, and postal cards issued during the fiscal year ending June 30, 1897*—Continued.

SPECIAL-REQUEST STAMPED ENVELOPES.

Denomination.	Quarter ending—				Total.
	Sept. 30, 1896.	Dec. 31, 1896.	Mar. 31, 1897.	June 30, 1897.	
1-cent	3,525,500	4,202,500	4,280,750	3,333,000	15,341,750
2-cent	78,982,750	84,937,750	85,478,000	79,435,250	328,833,750
4-cent	26,500	20,750	43,500	24,500	115,250
5-cent	43,500	44,000	45,500	32,500	165,500
Total	82,578,250	89,205,000	89,847,750	82,825,250	344,456,250
Value	$1,768,608.65	$1,906,337.87	$1,920,414.58	$1,776,015.84	$7,371,376.94

ORDINARY STAMPED ENVELOPES AND NEWSPAPER WRAPPERS.

1-cent	8,785,750	10,473,000	9,594,000	9,818,000	38,670,750
2-cent	38,116,250	41,621,250	40,719,250	40,740,750	161,197,500
4-cent	19,000	20,250	33,500	24,000	96,750
5-cent	47,000	40,750	42,000	44,750	174,500
1-cent wrappers	9,385,000	10,325,000	9,568,750	9,134,750	38,413,500
2-cent wrappers	410,500	552,500	589,250	470,500	2,022,750
Total	56,763,500	63,032,750	60,546,750	60,232,750	240,575,750
Value	$1,046,363.09	$1,155,269.45	$1,118,726.13	$1,114,225.00	$4,434,583.67

POSTAL CARDS.

A, 1-cent	238,500	249,500	271,500	262,000	1,021,500
B, 1-cent	391,000	414,500	388,000	.....	1,193,500
D, 2-cent	1,297,750	1,163,000	1,209,000	1,807,750	5,477,500
E, 2-cent	61,200	96,550	135,500	140,000	433,250
F, 4-cent	750	4,250	250	1,750	7,000
G, 1-cent	112,209,000	128,116,500	154,210,000	120,940,000	515,475,500
Total	114,198,200	130,044,300	156,214,250	123,151,500	523,608,250
Value	$1,155,594	$1,313,166	$1,575,595	$1,251,045	$5,295,400.00

RECAPITULATION.

Articles issued.	Number.	Value.
Ordinary postage stamps	3,063,633,885	$58,480,780.00
Special-delivery stamps	4,346,330	434,633.00
Newspaper and periodical stamps	5,544,279	3,171,068.00
Postage-due stamps	19,573,160	442,720.00
Ordinary stamped envelopes	200,139,500	4,009,983.67
Special-request envelopes	344,456,250	7,371,376.94
Newspaper wrappers	40,436,250	424,590.00
Postal cards	523,608,250	5,295,400.00
Aggregate	4,201,737,904	79,631,561.61

No. 7.—*Issue of postage stamps, stamped envelopes, newspaper wrappers, and postal cards, by denominations, for the fiscal year ending June 30, 1897.*

Denomination.	Ordinary, special-delivery, and postage-due stamps.	Stamped envelopes and newspaper wrappers.	Postal cards, not including those shipped to subagencies.	Newspaper and periodical stamps.	Total.
1-cent	733, 365, 000	92, 426, 000	517, 690, 500	1, 045, 150	1, 344, 526, 650
2-cent	2, 227, 483, 750	492, 054, 000	5, 910, 750	1, 321, 025	2, 726, 769, 525
3-cent	20, 086, 900				20, 086, 900
4-cent	21, 755, 650	212, 000	7, 000		21, 974, 650
5-cent	45, 080, 680	340, 000		949, 360	46, 370, 040
6-cent	5, 583, 900				5, 583, 900
8-cent	9, 305, 350				9, 305, 350
10-cent	22, 848, 960			1, 075, 935	23, 924, 895
15-cent	1, 892, 820				1, 892, 820
25-cent				454, 064	454, 064
30-cent	7, 150				7, 150
50-cent	115, 060			465, 927	580, 987
$1	23, 335				23, 335
$2	2, 150			123, 910	126, 060
$5	2, 670			45, 599	48, 269
$10				27, 514	27, 514
$20				18, 460	18, 460
$50				4, 420	4, 420
$100				12, 915	12, 915
Total	3, 087, 553, 375	585, 032, 000	523, 608, 250	5, 544, 279	4, 201, 737, 904
Value	$59, 359, 133. 00	$11, 805, 960. 61	$5, 295, 400. 00	$3, 171, 068. 00	$79, 631, 561. 61

No. 8.—*Statement showing increase and decrease in the issue of postage stamps, stamped envelopes, newspaper wrappers, and postal cards for the fiscal year ending June 30, 1897, as compared with the issue of the preceding year.*

Articles issued.	1896.		1897.	
	Number.	Amount.	Number.	Amount.
Ordinary postage stamps	3, 025, 481, 467	$57, 774, 638. 00	3, 063, 633, 885	$58, 480, 780. 00
Special-delivery stamps	4, 466, 270	446, 627. 00	4, 346, 330	434, 633. 00
Newspaper and periodical stamps	5, 505, 672	2, 819, 177. 00	5, 544, 279	3, 171, 068. 00
Postage-due stamps	19, 351, 714	450, 658. 00	19, 573, 160	443, 720. 00
Ordinary stamped envelopes	218, 016, 500	4, 305, 618. 32	200, 139, 500	4, 009, 993. 67
Special-request envelopes	354, 075, 750	7, 568, 070. 07	344, 450, 250	7, 371, 376. 94
Newspaper wrappers	43, 948, 000	508, 285. 50	40, 436, 250	424, 590. 00
Postal cards	524, 820, 150	5, 305, 028. 00	523, 608, 250	5, 295, 400. 00
Total	4, 195, 665, 523	79, 178, 101. 89	4, 201, 737, 904	79, 631, 561. 61

Articles issued.	Increase.		Per cent of increase.	
	Number.	Amount.	Number.	Amount.
Ordinary postage stamps	38, 152, 418	$706, 142. 00	1. 26	1. 22
Special delivery stamps	a 119, 940	a 11, 994. 00	a 2. 69	a 2. 69
Newspaper and periodical stamps	38, 607	351, 891. 00	. 70	12. 48
Postage-due stamps	221, 446	a 6, 938. 00	1. 14	a 1. 54
Ordinary stamped envelopes	a 17, 877, 000	a 295, 624. 65	a 8. 20	a 6. 87
Special-request envelopes	a 9, 619, 500	a 196, 693. 13	a 2. 72	a 2. 60
Newspaper wrappers	a 3, 511, 750	a 83, 695. 50	a 7. 99	a 16. 47
Postal cards	a 1, 211, 900	a 9, 628. 00	a . 23	a . 18
Total	6, 072, 381	453, 459. 72	. 14	. 57

a Decrease.

No. 9.—*Value of postage stamps issued, by fiscal years, from their introduction, July 1, 1847, to June 30, 1897.*

Year.	Ordinary.	Official.	Newspaper and periodical.	Postage-due.	Special-delivery.	Total.
1847						
1848						
1849	$274,710.00					$274,710.00
1850						
1851						
1852	1,535,638.51					1,535,638.51
1853	1,608,792.91					1,608,792.91
1854	1,526,300.00					1,526,300.00
1855	2,056,127.00					2,056,127.00
1856	3,611,274.40					3,611,274.40
1857	4,337,135.20					4,337,135.20
1858	4,945,374.35					4,945,374.35
1859	5,279,405.00					5,279,405.00
1860	5,920,939.00					5,920,939.00
1861	5,908,522.60					5,908,522.60
1862	7,078,188.00					7,078,188.00
1863	9,683,394.00					9,683,394.00
1864	10,177,327.00					10,177,327.00
1865	12,099,987.50					12,099,987.50
1866	10,816,661.00					10,816,661.00
1867	11,578,607.00					11,578,607.00
1868	11,751,014.00					11,751,014.00
1869	12,722,568.00					12,722,568.00
1870	13,976,768.00					13,976,768.00
1871	14,630,715.00					14,630,715.00
1872	15,840,649.00					15,840,649.00
1873	16,681,189.00	$494,974.70				17,176,163.70
1874	17,275,242.00	1,415,845.20				18,691,087.20
1875	18,271,479.00	834,970.25	$815,902.47			19,922,351.72
1876	18,773,454.00	663,831.50	945,254.75			20,382,540.25
1877	18,181,676.00	614,107.20	1,000,605.10			19,786,388.30
1878	19,468,618.00	618,094.60	1,093,845.30			21,180,557.90
1879	20,117,259.00	624,999.95	1,088,412.16	$365,957.00		22,196,628.11
1880	22,414,928.00	140,199.08	1,252,903.30	251,836.00		24,059,866.38
1881	24,040,627.00	107,777.32	1,398,674.00	254,393.00		25,801,471.32
1882	28,679,528.00	139,991.75	1,602,069.70	352,170.00		30,773,759.45
1883	30,307,179.00	125,839.20	1,752,564.50	404,915.90		32,590,498.60
1884	29,077,444.00	140,040.00	1,923,217.80	353,611.00		31,494,312.80
1885	28,429,628.00		2,047,268.50	308,492.00		30,785,388.50
1886	31,172,364.00		1,097,390.00	159,989.00	$359,956	32,799,699.00
1887	33,774,156.00		1,364,413.80	235,136.00	124,594	35,498,299.80
1888	36,293,183.00		1,588,425.00	283,954.00	133,179	38,298,741.00
1889	37,996,027.00		1,663,751.00	299,201.00	157,565	40,116,544.00
1890	42,734,108.00		1,711,464.00	324,712.00	212,089	44,982,373.00
1891	46,239,050.00		2,055,798.00	361,573.00	256,935	48,913,356.00
1892	48,850,562.00		2,209,516.00	425,970.00	311,722	51,797,770.00
1893	53,603,546.00		2,850,324.00	423,583.50	352,807	57,230,260.50
1894	50,590,540.00		2,613,920.00	428,816.00	367,402	54,000,678.00
1895	53,351,789.30		2,845,188.50	445,452.50	390,878	57,033,308.30
1896	57,774,638.00		2,819,177.00	450,658.00	446,627	61,491,100.00
1897	58,480,780.00		3,171,068.00	443,720.00	434,633	62,530,201.00

...rative statement of second-class matter mailed at post-offices of the first class during the past two years—Continued.

	Year ending June 30, 1896.		Year ending June 30, 1897.		Increase or decrease for 1897.			Per cent of total amount collected in the United States.
	Weight.	Postage collected.	Weight.	Postage collected.	Weight.	Postage.	Per cent.	
	Pounds.		*Pounds.*		*Pounds.*			
..N. Y....	1,037,851	$10,378.51	1,053,992	$10,539.92	16,141	$161.41	1.56	.34
..Y.....	931,748	9,317.48	922,139	9,221.39	9,609	96.09	a1.04	.30
..Va.....	866,654	8,666.54	953,547	9,535.47	86,893	868.93	10.03	.31
..Ohio....	797,618	7,976.18	859,471	8,594.71	61,853	618.53	7.75	.28
..hio.....	763,461	7,634.61	740,063	7,400.63	23,398	233.98	a3.06	.24
..Y.....	755,949	7,559.49	660,983	6,609.83	94,966	949.66	a12.43	.21
..N. Y....	726,337	7,263.37	611,051	6,110.51	115,286	1,152.86	a14.56	.20
..Kans.....	706,885	7,068.85	794,364	7,943.64	87,479	874.79	12.36	.26
..pids, Mich	617,648	6,176.48	624,995	6,249.95	7,347	73.47	1.19	.20
..i, Mo.....	566,523	5,665.23	558,644	5,586.44	7,879	78.79	a1.39	.18
..ort, Pa..	556,814	5,568.14	615,614	6,156.14	58,800	588.00	10.56	.20
..Tex.....	507,177	5,071.77	667,789	6,677.89	160,612	1,606.12	31.67	.21
..Tenn....	482,205	4,822.05	571,535	5,715.35	89,330	893.30	18.53	.19
..., Iowa...	473,518	4,735.18	498,555	4,985.55	25,037	250.37	5.29	.16
..ebr.....	465,828	4,658.28	515,774	5,157.74	49,946	499.46	10.72	.17
..ash.....	456,778	4,567.76	465,877	4,658.77	9,099	90.99	1.99	.15
..Conn....	446,547	4,465.47	468,224	4,682.24	21,677	216.77	4.85	.15
..Me.....	431,359	4,313.59	469,459	4,694.59	38,100	381.00	8.83	.15
..City, Utah	560,461	5,604.61	643,827	6,438.27	83,366	833.66	14.87	.21
..Oreg.....	423,181	4,231.81	430,317	4,303.17	7,136	71.36	1.69	.14
..l.....	420,458	4,204.58	507,624	5,076.24	87,166	871.66	20.73	.16
..d, Ill.....	408,321	4,083.21	527,188	5,271.88	118,867	1,188.67	29.11	.17
..e, R. I...	405,984	4,059.84	387,940	3,879.40	18,044	180.44	a4.44	.12
..fe.....	398,515	3,985.15	488,286	4,882.86	89,771	897.71	22.52	.10
..N. Y....	389,486	3,894.86	406,699	4,066.99	17,213	172.13	4.42	.13
..., Tex....	384,615	3,846.15	357,859	3,578.59	26,756	267.56	a6.96	.12
..th, Tex...	377,860	3,778.60	47,697	476.97	330,163	3,301.63	a87.38	.02
..Iowa....	373,395	3,733.95	459,006	4,590.06	85,611	856.11	22.93	.15
..l.....	369,108	3,691.08	381,407	3,814.07	12,299	122.99	3.33	.12
..les, Cal...	361,417	3,614.17	399,777	3,997.77	38,360	383.60	10.61	.13
..er, N. H..	350,278	3,502.78	318,002	3,180.02	32,276	322.76	a9.21	.10
..ille, Fla..	345,306	3,453.06	352,045	3,520.45	6,739	67.39	1.95	.11
..rk, N. Y..	342,275	3,422.75	478,862	4,788.62	136,587	1,365.87	39.91	.15
..Y.....	333,533	3,335.33	309,780	3,097.80	23,753	237.53	a7.12	.10
..lds, Iowa	320,901	3,209.01	372,273	3,722.73	51,372	513.72	16.01	.12
..rg, Pa....	303,178	3,031.78	317,156	3,171.56	13,978	139.78	4.61	.10
..nio, Tex..	282,207	2,822.07	311,275	3,112.75	29,068	290.68	10.30	.10
..k, Ark...	276,309	2,763.09	306,368	3,063.68	30,059	300.59	10.88	.10
..ga, Tenn.	261,066	2,610.66	256,198	2,561.98	4,868	48.68	a1.86	.08
..Cal.....	259,835	2,598.35	284,814	2,848.14	24,979	249.79	9.61	.09
..r, Mass...	252,899	2,528.99	291,939	2,919.39	39,040	390.40	15.40	.09
..am, Ala..	220,543	2,205.43	201,235	2,012.35	29,308	293.08	a12.71	.06
..r, Pa.....	219,730	2,197.30	219,261	2,192.61	469	4.69	a.21	.07
..Y.....	209,818	2,098.18	216,207	2,162.07	6,389	63.89	3.04	.07
..sk, Mich.	206,914	2,069.14	223,573	2,235.73	16,659	166.59	8.05	.07
..ton, N. Y.	203,589	2,035.89	213,610	2,136.10	10,021	100.21	4.92	.07
..Ill.....	197,312	1,973.12	185,796	1,857.96	11,516	115.16	a5.84	.06
..N. J.....	194,186	1,941.86	175,597	1,755.97	18,589	185.89	a9.52	.06
..n, S. C....	188,801	1,888.01	197,094	1,970.94	8,293	82.93	4.39	.06
..x.....	186,758	1,867.58	217,151	2,171.51	30,393	303.93	16.27	.07
..Pa.....	182,035	1,820.35	215,726	2,157.26	33,691	336.91	18.51	.07
..ton, Ill...	176,855	1,768.55	180,980	1,809.80	4,125	41.25	2.33	.06
..n, Ga.....	174,196	1,741.96	186,668	1,866.68	12,472	124.72	7.16	.06
East Side, ...	173,771	1,737.71	200,987	2,009.87	27,216	272.16	15.66	.06
..ery, Ala..	173,388	1,723.88	167,822	1,678.22	5,566	55.66	a3.21	.05
..Kans.....	170,064	1,700.64	173,170	1,731.70	3,106	31.06	1.82	.06
..Wash....	166,046	1,660.46	274,419	2,744.19	108,373	1,083.73	65.27	.09
..Wis.....	162,456	1,624.56	180,348	1,803.48	17,892	178.92	11.01	.06
..to, Cal...	159,027	1,590.27	205,334	2,053.34	46,307	463.07	29.12	.07
..., W. Va..	156,871	1,568.71	180,658	1,806.58	23,787	237.87	15.16	.06
..ven, Conn.	156,249	1,562.49	164,680	1,646.80	8,431	84.31	5.40	.05
..e, Tenn...	152,696	1,526.96	209,493	2,094.93	56,797	567.97	37.20	.07
..on, Iowa..	151,514	1,515.14	163,366	1,633.66	11,852	118.52	7.82	.05
..n, Ky.....	150,739	1,507.39	141,952	1,419.52	8,787	87.87	a5.83	.04
..Pa.....	142,481	1,424.81	175,367	1,753.67	32,886	328.86	23.08	.06
..duffs, Iowa	142,000	.92	122,661	1,226.61	19,431	194.31	a13.67	.04
.....		.93	117,134	1,171.34	22,659	226.59	a16.21	.04
.....		4,378.22	131,382	1,313.82	6,440	64.40	a4.67	.04

a Decrease.

No. 11.—*Statement, by fiscal years, of the number of postal cards supplied postmasters from the date of their first issue, May 1, 1873, to June 30, 1897.*

Year.	1-cent.	2-cent.	4-cent.	Total.
June 30—				
1873	31,094,000			31,094,000
1874	91,079,000			91,079,000
1875	107,616,000			107,616,000
1876	150,815,000			150,815,000
1877	170,015,500			170,015,500
1878	200,630,000			200,630,000
1879	221,797,000			221,797,000
1880	269,754,000	2,796,500		272,550,500
1881	308,412,500	124,000		308,536,500
1882	351,394,500	103,500		351,498,000
1883	379,424,500	92,250		379,516,750
1884	362,789,500	87,250		362,876,750
1885	339,336,500	80,000		339,416,500
1886	355,499,000	149,000		355,648,000
1887	356,778,000	161,250		356,939,250
1888	381,671,500	126,000		381,797,500
1889	386,672,500	136,000		386,808,500
1890	429,341,600	173,750		429,515,350
1891	423,817,000	399,750		424,216,750
1892	511,122,000	311,500		511,433,500
1893	516,971,850	13,339,000	194,750	530,505,600
1894	464,178,000	4,318,750	3,000	468,499,750
1895	487,811,500	4,485,800	8,250	492,305,550
1896	519,147,000	5,668,400	4,750	524,820,150
1897	517,690,500	5,910,750	7,000	523,608,250

No. 12.—*Comparative statement of second-class matter mailed at post-offices of the first class during the past two years.*

Post-office.	Year ending June 30, 1896.		Year ending June 30, 1897.		Increase or decrease for 1897.			Per cent of total amount collected in the United States.
	Weight.	Postage collected.	Weight.	Postage collected.	Weight.	Postage.	Per cent.	
	Pounds.		*Pounds.*		*Pounds.*			
New York, N. Y	67,139,932	$671,399.32	75,661,325	$756,613.25	8,521,393	$85,213.93	12.69	24.26
Chicago, Ill	42,013,373	420,133.73	42,074,404	420,744.04	61,031	610.31	.15	13.54
St. Louis, Mo	17,610,000	176,100.00	16,398,910	163,989.10	1,211,090	12,110.90	a6.88	5.28
Boston, Mass	16,623,536	166,235.36	16,630,613	166,306.13	7,077	70.77	.04	5.26
Philadelphia, Pa	13,726,810	137,268.10	13,448,242	134,482.42	278,568	2,785.68	a2.10	4.33
Cincinnati, Ohio	8,574,421	85,744.21	9,945,818	99,458.18	1,371,397	13,713.97	15.99	3.20
Minneapolis, Minn.	5,699,350	56,993.50	5,606,712	56,067.12	92,638	926.38	a1.63	1.80
Augusta, Me	5,630,022	56,300.22	6,072,885	60,728.85	442,863	4,428.63	7.87	1.95
San Francisco, Cal.	5,182,202	51,822.02	5,186,395	51,863.95	4,193	41.93	.08	1.67
Kansas City, Mo	4,806,568	48,065.68	5,086,239	50,862.39	279,671	2,796.71	5.82	1.64
Milwaukee, Wis	3,735,962	37,359.62	3,667,129	36,671.29	68,833	688.33	a1.84	1.18
Cleveland, Ohio	3,643,973	36,439.73	3,446,763	34,467.63	197,210	1,972.10	a5.41	1.11
Detroit, Mich	3,568,830	35,688.30	3,484,113	34,841.13	84,717	847.17	a2.32	1.12
Pittsburg, Pa	3,307,180	33,071.80	3,669,287	36,692.87	362,107	3,621.07	10.92	1.18
St. Paul, Minn	3,241,140	32,411.40	3,412,863	34,128.63	171,723	1,717.23	5.30	1.10
Springfield, Ohio	2,859,724	28,597.24	2,502,626	25,026.26	357,098	3,570.98	a12.48	.81
Atlanta, Ga	2,608,765	26,087.65	3,095,255	30,952.55	486,490	4,864.90	18.26	1.00
Denver, Colo	2,603,507	26,035.07	2,519,150	25,191.50	84,357	843.57	a3.24	.81
Elgin, Ill	2,258,241	22,582.41	2,264,947	22,649.47	6,706	67.06	.30	.73
Louisville, Ky	2,161,888	21,618.88	2,072,754	20,727.54	89,134	891.34	a4.12	.67
Springfield, Mass	2,077,548	20,775.48	2,396,993	23,969.93	319,445	3,194.45	15.38	.77
Baltimore, Md	2,023,708	20,237.08	2,070,955	20,709.55	47,247	472.47	2.33	.67
Washington, D. C	1,995,055	19,950.55	2,450,161	24,501.61	455,106	4,551.06	22.81	.79
Omaha, Nebr	1,948,918	19,489.18	2,127,881	21,278.81	178,963	1,789.63	9.18	.69
Nashville, Tenn	1,778,726	17,787.26	1,840,694	18,406.94	61,968	619.68	3.48	.59
New Orleans, La	1,696,757	16,967.57	1,681,065	16,810.65	15,692	156.92	a.92	.54
Des Moines, Iowa	1,363,796	13,637.96	1,586,017	15,860.17	222,221	2,222.21	16.29	.51
Indianapolis, Ind	1,332,722	13,327.22	1,348,997	13,489.97	16,275	162.75	1.21	.43
Buffalo, N. Y	1,277,014	12,770.14	1,453,293	14,532.93	176,279	1,762.79	13.80	.47
Toledo, Ohio	1,252,311	12,523.11	1,486,747	14,867.47	234,436	2,344.36	18.72	.48
Dallas, Tex	1,065,205	10,652.05	1,184,866	11,848.66	119,661	1,196.61	11.23	.38

a Decrease.

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No. 12.—*Comparative statement of second-class matter mailed at post-offices of the first class during the past two years*—Continued.

Post-office.	Year ending June 30, 1896.		Year ending June 30, 1897.		Increase or decrease for 1897.			Per cent of total amount collected in the United States.
	Weight.	Postage collected.	Weight.	Postage collected.	Weight.	Postage.	Per cent.	
	Pounds.		*Pounds.*		*Pounds.*			
Allentown, Pa	137,732	$1,377.32	122,120	$1,221.20	15,612	$156.12	a11.34	.04
Terre Haute, Ind	137,421	1,374.21	135,262	1,352.62	2,159	21.59	a1.57	.04
Canton, Ohio	134,311	1,343.11	153,810	1,538.10	19,499	194.99	14.52	.05
Duluth, Minn	133,198	1,331.98	127,050	1,270.50	6,148	61.48	a4.62	.04
Augusta, Ga	131,293	1,312.93	148,979	1,489.79	17,686	176.86	13.39	.05
Burlington, Vt	130,226	1,302.26	150,193	1,501.93	19,967	199.67	15.32	.05
Kalamazoo, Mich	127,595	1,275.95	124,016	1,240.16	3,579	35.79	a2.80	.04
Evansville, Ind	126,701	1,267.01	120,146	1,201.46	6,555	65.55	a5.17	.04
Macon, Ga	126,145	1,261.45	135,907	1,359.07	9,762	97.62	7.74	.04
Decatur, Ill	121,616	1,216.16	99,268	992.68	22,348	223.48	a18.38	.03
Poughkeepsie, N.Y.	119,944	1,199.44	64,611	646.11	55,333	553.33	a46.05	.02
Fort Wayne, Ind	117,788	1,177.88	138,003	1,380.03	20,215	202.15	17.16	.04
Helena, Mont	116,339	1,163.39	126,633	1,266.33	10,294	102.94	8.85	.04
Davenport, Iowa	115,482	1,154.82	132,454	1,324.54	16,972	169.72	14.70	.04
New Bedford, Mass	102,637	1,026.37	93,226	932.26	9,411	94.11	a9.17	.03
Takoma, Wash	100,796	1,007.96	104,256	1,042.56	3,460	34.60	3.43	.03
Lafayette, Ind	99,070	990.70	102,240	1,022.40	3,170	31.70	3.18	.03
Allegheny, Pa	99,026	990.26	107,176	1,071.76	8,150	81.50	8.23	.03
Austin, Tex	98,281	982.81	112,338	1,123.38	14,057	140.57	14.30	.04
Waterbury, Conn	95,809	958.09	116,393	1,163.93	20,584	205.84	21.48	.04
Butte, Mont	93,774	937.74	128,717	1,287.17	34,943	349.43	37.26	.04
Wilkesbarre, Pa	92,274	922.74	96,434	964.34	4,160	41.60	4.51	.03
Wilmington, Del	92,162	921.62	90,734	907.34	1,428	14.28	a1.55	.03
Trenton, N.J	91,013	910.13	85,314	853.14	5,699	56.99	a6.26	.03
Galesburg, Ill	90,754	907.54	85,107	851.07	55,647	556.47	a61.32	.01
Erie, Pa	90,587	905.87	101,293	1,012.93	10,706	107.06	11.82	.03
York, Pa	83,589	835.89	96,607	966.07	13,018	130.18	15.57	.03
Youngstown, Ohio	79,817	798.17	88,623	886.23	8,806	88.06	11.03	.03
Lowell, Mass	73,751	737.51	73,814	738.14	63	.63	.09	.02
San Jose, Cal	72,343	723.43	61,547	615.47	10,796	107.96	a14.92	.02
La Crosse, Wis	69,688	696.88	88,693	886.93	19,010	190.10	27.28	.03
Bridgeport, Conn	69,107	691.07	70,632	706.32	1,525	15.25	2.21	.02
Jackson, Mich	68,095	680.95	66,157	661.57	1,938	19.38	a2.85	.02
Keokuk, Iowa	67,908	679.08	68,515	685.15	607	6.07	.90	.03
Zanesville, Ohio	66,354	663.54	63,402	634.02	2,952	29.52	a4.45	.02
Camden, N.J	65,838	658.38	69,125	691.25	3,287	32.87	4.99	.03
Joliet, Ill	65,456	654.56	66,044	660.44	588	5.88	.90	.03
Lynchburg, Va	63,339	633.39	55,526	555.26	7,813	78.13	a12.34	.03
Mobile, Ala	63,232	632.32	66,926	669.26	3,694	36.94	5.84	.03
Paterson, N.J	60,435	604.35	64,128	641.28	3,693	36.93	6.11	.02
Elkhart, Ind	60,016	600.16	67,782	677.82	7,766	77.66	12.94	.03
Madison, Wis	58,086	580.86	90,365	903.65	32,279	322.79	55.57	.03
Lansing, Mich	58,038	580.38	77,172	771.72	19,134	191.34	32.97	.03
Jamestown, N.Y	56,858	568.58	50,390	503.90	6,468	64.68	a11.20	.02
Pueblo, Colo	55,317	553.17	49,051	490.51	6,266	62.66	a11.33	.03
Fall River, Mass	54,016	540.16	55,127	551.27	1,111	11.11	2.06	.03
Lynn, Mass	51,479	514.79	28,860	288.60	22,619	226.19	a43.94	.01
Newburg, N.Y	51,002	510.02	42,694	426.94	8,308	83.08	a16.29	.01
Lawrence, Mass	45,892	458.92	43,927	439.27	1,965	19.65	a4.28	.01
Fitchburg, Mass	43,645	436.45	31,126	311.26	12,519	125.19	a28.68	.01
Colorado Springs, Colo	42,521	425.21	59,697	596.97	17,176	171.76	40.39	.02
Akron, Ohio	42,186	421.86	162,111	1,621.11	119,925	1,199.25	284.28	.05
Salem, Mass	39,244	392.44	37,548	375.48	1,696	16.96	a4.32	.01
Mansfield, Ohio	38,033	380.33	40,756	407.56	2,723	27.23	7.16	.01
South Bend, Ind	37,365	373.65	29,928	299.28	7,437	74.37	a19.96	.01
Richmond, Ind	37,247	372.47	32,642	326.42	4,605	46.05	a12.36	.01
Kansas City, Kans	36,246	362.46	35,734	357.34	512	5.12	a1.41	.01
Pawtucket, R.I	36,043	360.43	40,493	404.93	4,450	44.50	12.25	.01
Brockton, Mass	33,020	330.20	37,946	379.46	4,926	49.26	14.92	.01
Meriden, Conn	32,326	323.26	33,928	339.28	1,602	16.02	4.96	.01
Haverhill, Mass	31,925	319.25	29,704	297.04	2,221	22.21	a7.00	.01
Newport, R.I	31,602	316.02	30,669	306.69	933	9.33	a2.95	.01
Schenectady, N.Y	31,309	313.09	29,030	290.30	2,279	22.79	a7.28	.01
Elizabeth, N.J	31,159	311.59	30,026	300.26	1,133	11.33	a3.64	.01
Holyoke, Mass	29,259	292.59	29,033	290.33	226	2.26	a.77	.01
Jersey City, N.J	29,122	291.22	32,499	324.99	3,377	33.77	11.60	.01
Auburn, N.Y	28,072	280.72	28,834	288.34	762	7.62	2.71	.01

a Decrease.

No. 12.—*Comparative statement of second-class matter mailed at post-offices of the first class during the past two years*—Continued.

Post-office.	Year ending June 30, 1896.		Year ending June 30, 1897.		Increase or decrease for 1897.			Per cent of total amount collected in the United States.
	Weight.	Postage collected.	Weight.	Postage collected.	Weight.	Postage.	Per cent.	
	Pounds.		*Pounds.*		*Pounds.*			
Atlantic City, N. J.	17,499	$174.99	19,737	$197.37	2,238	$22.38	12.79	.01
Yonkers, N. Y.	17,357	173.57	16,731	167.31	626	6.26	a3.61	.01
Hoboken, N. J.	16,703	167.03	25,214	252.14	8,511	85.11	50.95	.01
Total	264,367,931	2,643,679.31	276,874,363	2,768,743.63	12,506,432	125,064.32	4.74	89.13

a Decrease.

No. 13.—*Number of registered letters and parcels transmitted through the mails fro*

States.	Quarter ending September 30, 1896.				
	Domestic.		Foreign.		Fre.
	Letters.	Parcels.	Letters.	Parcels.	
Alabama	33,616	1,969	315	30	6,74
Alaska	641	133	46	3	1
Arizona	8,714	1,019	409	42	1,4
Arkansas	28,135	1,320	152	10	5,9
California	65,417	14,002	12,441	1,726	17,4
Colorado	30,376	4,633	2,335	179	5,0
Connecticut	39,603	6,847	5,416	381	75,2
Delaware	4,770	143	145	25	7
District of Columbia	13,354	1,890	925	298	164,1
Florida	24,417	2,091	895	45	5,5
Georgia	44,613	2,492	448	33	8,2
Idaho	14,246	1,610	351	27	2,1
Illinois	119,695	36,751	13,388	1,309	29,6
Indiana	49,670	8,268	931	207	14,4
Indian Territory	14,317	396	104	1	2,3
Iowa	45,671	4,449	1,406	121	16,9
Kansas	26,112	2,841	657	42	12,7
Kentucky	41,965	4,400	405	57	5,8
Louisiana	39,655	4,249	2,388	205	5,7
Maine	43,198	2,039	3,002	47	5,7
Maryland	38,920	1,991	1,291	184	3,4
Massachusetts	110,786	11,237	24,914	1,362	14,3
Michigan	41,768	4,838	4,872	235	14,8
Minnesota	36,915	3,419	3,137	208	9,3
Mississippi	29,860	2,051	166	23	6,6
Missouri	74,773	9,533	3,016	537	23,1
Montana	18,318	1,649	1,873	41	2,4
Nebraska	17,608	1,961	757	53	7,1
Nevada	4,767	457	307	12	1,0
New Hampshire	23,057	749	2,071	55	3,2
New Jersey	64,589	3,037	8,393	243	7,7
New Mexico	7,495	830	212	43	1,7
New York	327,634	49,295	67,891	13,850	45,
North Carolina	35,413	2,595	80	8	6,
North Dakota	12,147	590	736	23	3
Ohio	84,338	7,769	5,021	397	28
Oklahoma	11,091	425	61	1	1
Oregon	20,812	2,364	1,478	49	4
Pennsylvania	180,147	13,912	21,073	1,344	2
Rhode Island	16,708	1,910	3,005	222	
South Carolina	20,314	1,059	111	13	
South Dakota	11,482	730	451	4	
Tennessee	36,856	2,274	323	22	
Texas	52,910	4,954	2,620	195	
Utah	11,566	1,062	528	19	
Vermont	16,060	792	1,290	33	
Virginia	53,595	3,605	402	67	
Washington	24,254	2,147	1,679	258	
West Virginia	38,257	1,021	230	8	
Wisconsin	43,211	2,992	2,502	99	
Wyoming	7,688	768	166	13	
Total	2,159,424	238,558	206,815	24,409	

each State and Territory in the United States during the fiscal year ending June 30, 1897.

Quarter ending December 31, 1896.					Quarter ending March 31, 1897.				
Domestic.		Foreign.		Free.	Domestic.		Foreign.		Free.
Letters.	Parcels.	Letters.	Parcels.		Letters.	Parcels.	Letters.	Parcels.	
48,175	3,945	289	30	8,765	48,235	2,729	374	13	7,836
693	205	54	7	121	427	149	54	2	99
11,146	2,080	484	90	1,632	10,737	1,499	532	46	1,493
40,062	3,059	199	20	7,691	38,464	1,969	226	11	6,717
67,270	28,643	15,778	2,109	21,251	67,840	23,495	12,976	2,331	18,804
35,094	9,351	2,765	257	5,580	29,916	5,000	2,441	174	4,833
44,146	6,423	6,431	344	63,008	41,232	5,377	5,592	407	82,750
5,293	304	180	24	787	5,051	214	149	17	715
15,454	4,676	1,375	378	176,160	14,761	2,988	1,151	315	193,447
25,947	3,778	945	98	5,383	27,964	3,158	1,055	76	5,759
55,891	4,621	674	55	10,211	54,518	3,162	654	29	9,397
18,024	2,479	535	18	2,435	15,588	1,767	332	15	2,274
143,994	59,779	17,384	1,890	32,808	137,745	40,233	14,335	1,751	31,425
58,695	6,648	1,270	163	16,267	60,817	4,967	1,324	106	15,845
15,220	609	170	3	2,868	13,592	454	177	.....	2,370
55,369	8,752	2,822	159	19,588	60,885	5,501	2,074	87	18,942
31,892	5,951	913	50	14,769	31,327	3,990	902	21	13,893
47,782	6,675	667	51	7,233	50,809	6,255	499	74	6,934
52,486	7,012	3,089	263	7,291	47,530	4,800	3,238	221	6,507
45,326	3,572	3,297	69	6,017	43,047	1,929	2,677	50	5,908
45,943	2,382	1,781	283	3,885	45,063	1,987	1,454	176	3,754
121,121	22,152	29,156	1,974	14,927	119,060	13,795	25,231	1,474	15,239
59,724	9,352	5,461	358	16,098	58,395	5,392	4,792	345	15,673
48,833	7,975	4,852	333	11,233	44,093	5,282	3,545	238	10,838
41,953	3,867	236	18	8,318	42,913	2,371	206	12	7,634
85,837	21,158	3,953	823	24,831	90,471	12,429	3,303	772	24,771
22,784	4,048	2,190	142	2,795	19,627	1,993	1,778	46	3,714
25,229	4,351	1,221	103	8,601	23,048	3,136	1,088	55	9,271
6,181	945	428	19	1,111	5,833	553	378	23	1,009
21,543	1,128	2,383	88	3,413	20,797	685	2,177	74	3,278
57,712	4,636	10,484	348	7,236	56,314	2,727	9,175	268	7,180
8,651	2,115	309	69	1,392	8,952	1,200	257	35	1,476
348,281	80,927	85,436	18,862	48,296	328,107	57,948	73,228	17,770	48,789
43,603	3,658	97	13	7,249	45,124	2,600	72	9	6,868
17,015	1,360	1,426	59	3,962	18,475	685	1,029	10	3,502
100,578	17,141	6,059	670	30,293	104,331	10,667	5,153	582	30,644
14,576	999	94	10	2,144	14,391	614	69	7	2,159
25,532	4,963	1,885	133	4,760	24,922	3,059	1,238	29	4,453
206,645	23,082	25,498	1,824	33,917	213,629	14,655	23,937	1,474	35,258
15,903	2,020	3,758	286	1,991	15,539	2,289	3,044	189	1,627
30,563	1,712	143	28	4,717	27,334	1,190	174	12	4,277
17,525	1,963	822	28	5,887	13,877	828	565	11	4,677
43,546	4,448	428	35	6,265	47,600	2,613	427	24	6,122
73,278	10,256	3,201	331	19,766	68,974	6,192	2,939	328	16,898
15,464	2,910	757	72	1,554	14,485	1,363	621	45	1,662
16,038	1,704	1,405	66	3,067	15,481	905	1,211	60	3,211
60,821	7,437	581	90	7,389	61,104	2,774	551	92	7,493
28,134	6,043	2,504	320	5,632	27,611	2,762	2,066	248	5,411
42,365	1,930	816	24	4,917	45,040	1,144	321	12	4,643
53,416	7,721	3,109	179	13,671	53,054	5,059	2,747	107	13,350
9,899	1,524	248	26	1,115	8,168	835	193	29	1,042
2,526,672	436,469	259,127	33,692	720,287	2,476,797	289,868	223,726	30,302	740,877

No. 13.—*Number of registered letters and parcels transmitted through the mails from each*

States.	Quarter ending June 30, 1897.					Total.	
	Domestic.		Foreign.		Free.	Domestic.	
	Letters.	Parcels.	Letters.	Parcels.		Letters.	Parcels.
Alabama	40,530	2,439	232	21	6,829	170,556	11,662
Alaska	652	157	69	13	173	2,413	644
Arizona	10,386	1,296	593	89	1,518	40,983	5,881
Arkansas	31,743	1,942	172	6	5,671	138,424	8,290
California	62,542	18,173	12,173	1,910	17,168	263,069	84,313
Colorado	27,426	3,959	2,388	149	4,497	122,812	22,943
Connecticut	39,387	6,907	5,353	374	74,170	164,368	25,554
Delaware	4,976	201	150	16	638	20,090	862
District of Columbia	14,403	3,141	1,388	390	209,874	57,972	12,695
Florida	25,742	2,412	1,156	58	5,621	104,070	11,439
Georgia	47,854	2,755	460	61	8,073	202,876	13,030
Idaho	15,933	1,413	273	8	2,132	63,791	7,269
Illinois	122,717	39,407	13,101	1,709	29,737	524,151	176,170
Indiana	53,632	4,098	996	198	14,898	222,814	18,981
Indian Territory	10,494	343	156	.....	2,085	53,623	1,802
Iowa	46,493	4,696	1,606	85	17,495	207,918	23,398
Kansas	27,231	3,087	687	26	12,845	116,562	15,869
Kentucky	45,227	5,328	422	58	6,125	185,783	22,658
Louisiana	42,563	5,025	2,861	152	6,098	182,234	21,066
Maine	43,867	1,772	2,539	35	0,269	175,438	9,312
Maryland	42,653	1,658	1,536	204	8,860	172,579	8,998
Massachusetts	116,879	13,400	25,386	1,276	15,212	467,846	60,584
Michigan	56,098	5,345	4,506	230	16,432	215,985	24,927
Minnesota	38,993	4,036	3,072	170	10,567	168,834	20,712
Mississippi	33,819	2,213	194	10	6,970	148,545	10,502
Missouri	77,730	15,198	2,963	702	24,427	328,811	58,318
Montana	19,037	2,018	1,609	74	2,786	79,766	9,708
Nebraska	19,878	2,687	876	76	9,219	85,763	12,135
Nevada	5,970	533	333	5	1,055	22,751	2,468
New Hampshire	20,684	623	1,973	81	3,384	85,081	3,185
New Jersey	57,572	2,728	9,216	318	7,364	236,187	13,128
New Mexico	8,900	1,098	265	43	1,555	33,998	5,243
New York	319,884	58,621	75,712	13,754	51,721	1,323,906	246,791
North Carolina	40,375	3,075	97	5	4,758	164,515	11,923
North Dakota	12,430	565	780	8	3,317	55,067	3,200
Ohio	91,291	10,745	4,084	2,523	30,678	380,538	46,322
Oklahoma	12,325	519	56	7	2,006	52,382	2,557
Oregon	21,933	2,750	1,181	42	4,473	93,199	13,156
Pennsylvania	194,826	14,429	21,300	1,331	35,954	795,247	66,078
Rhode Island	15,517	2,226	3,083	187	1,710	63,067	9,445
South Carolina	21,800	1,143	128	8	3,847	100,011	5,104
South Dakota	12,778	846	530	9	4,888	55,662	4,367
Tennessee	42,449	2,230	434	37	6,195	169,951	11,565
Texas	52,919	5,992	2,393	294	16,329	248,081	27,394
Utah	13,321	1,242	526	23	1,573	54,836	6,577
Vermont	15,179	844	1,153	41	3,109	62,758	4,245
Virginia	57,906	3,602	443	82	7,651	233,426	17,418
Washington	27,375	2,686	1,916	189	5,545	107,374	13,638
West Virginia	44,532	1,004	306	5	5,045	170,194	5,099
Wisconsin	47,685	3,926	2,350	106	13,837	197,366	19,696
Wyoming	8,502	914	181	7	1,055	34,257	4,041
Total	2,205,038	277,447	215,357	27,205	738,438	9,427,931	1,241,842

RECAPITULATION.

Total domestic letters	9,427,931	
Total domestic parcels	1,241,842	
		10,669,773
Total foreign letters	905,025	
Total foreign parcels	115,608	
		1,020,633
Free		2,868,677
Grand total		14,559,083
Fees received		$935,232.48

State and Territory in the United States during the fiscal year ending June 30, 1897—Cont'd.

Total.			Grand total of letters and parcels registered for year ending June 30, 1897.	Fees received.	Increase.			
Foreign.		Free.			Letters and parcels.	Fees.	Per cent.	
Letters.	Parcels.						Letters and parcels.	Fees.
1,210	94	30,171	213,113	$14,635.36	*24,982	*$1,705.04	*10.49	*10.43
223	25	508	3,813	264.40	*238	*30.96	*5.87	*10.48
2,018	267	6,131	55,293	3,932.96	2,981	263.44	5.69	7.17
749	47	26,037	173,547	11,800.80	*32,299	*2,087.52	*15.68	*15.03
53,363	8,076	74,661	483,482	32,705.68	*35,109	*2,721.84	*6.77	*7.68
9,929	759	19,979	176,422	12,515.44	*31,036	*2,210.40	*14.96	*15.01
22,792	1,506	295,183	509,403	17,137.60	*53,013	*1,356.96	*9.42	*7.33
624	82	2,842	24,500	1,732.64	*2,848	*188.72	*10.41	*9.82
4,839	1,381	743,649	820,536	6,150.96	41,191	*84.56	5.15	*1.35
4,051	277	22,361	142,198	9,586.96	*28,668	*1,656.24	*16.77	*14.73
2,236	178	35,936	254,256	17,465.60	15,775	*969.04	*5.84	*5.14
1,491	68	9,018	81,637	5,809.52	617	42.56	.76	.73
58,208	6,659	123,609	888,797	61,215.04	*118,228	*8,435.76	*11.74	*12.11
4,521	674	61,509	308,499	19,759.20	*51,747	*3,773.76	*14.36	*16.03
607	4	9,625	65,661	4,482.88	*4,075	*281.76	*5.84	*5.91
7,408	452	72,984	312,160	19,134.08	*27,454	*1,854.08	*8.08	*8.83
3,159	139	54,236	189,965	10,858.32	*44,683	*3,217.84	*19.04	*22.86
1,993	240	26,190	236,864	16,853.92	*47,802	*3,400.96	*16.79	*16.79
11,571	841	25,641	241,373	17,258.56	*19,712	*1,308.64	*7.55	*7.04
11,515	201	23,936	220,402	15,717.28	*4,752	*369.92	*2.11	*2.29
6,062	847	14,993	203,479	15,078.88	23,181	1,866.16	12.85	14.12
104,687	6,086	59,936	699,139	51,136.24	24,202	1,595.68	3.58	3.22
19,631	1,168	63,011	324,722	20,936.88	*20,308	*1,895.04	*5.88	*8.29
14,606	949	41,979	247,080	16,408.08	4,493	350.40	1.85	2.18
802	63	29,619	189,531	12,792.96	42,347	2,599.20	20.57	25.49
13,235	2,834	97,204	500,402	32,255.84	*23,479	*1,756.96	*4.48	*5.16
7,450	803	10,737	107,964	7,778.16	5,353	370.72	5.21	5.00
3,942	287	24,259	136,386	8,170.16	5,548	211.84	4.24	2.66
1,446	59	4,179	30,923	2,139.52	3,001	227.28	10.74	11.88
8,604	298	13,275	110,443	7,773.44	*5,054	*403.28	*4.37	*4.93
37,268	1,177	29,350	317,110	23,020.80	4,728	338.08	1.51	1.44
1,043	190	5,695	46,169	3,237.92	361	26.48	.78	.82
302,267	64,236	194,230	2,131,430	154,976.00	18,275	1,484.64	.87	.96
346	35	25,358	202,182	14,145.92	*6,050	*220.64	*2.90	*1.53
3,971	100	14,027	76,365	4,987.04	*248	*21.12	*.32	.42
20,317	4,172	120,165	571,514	36,107.92	*19,597	*2,055.28	*3.31	*5.38
280	25	8,265	63,510	4,419.60	1,363	59.12	2.19	1.35
5,782	258	17,854	130,244	8,991.20	*2,284	*169.76	*1.72	*1.85
91,808	5,973	136,820	1,095,926	76,728.48	*39,018	*3,288.80	*3.43	*4.11
12,890	884	6,963	93,249	6,902.88	1,462	88.52	1.59	1.22
556	61	16,723	122,455	8,458.56	2,861	215.28	2.39	2.98
2,368	52	19,970	82,419	4,995.92	4,018	178.88	5.12	3.71
1,612	118	24,389	207,635	14,659.68	67	99.52	.03	.68
11,153	1,148	69,345	357,121	23,022.08	*21,037	*1,496.64	*5.56	*6.10
2,432	159	6,087	70,091	5,120.32	4,900	364.56	7.51	7.66
5,059	200	12,354	84,616	5,780.96	*14,258	*1,156.08	*14.42	*16.66
1,977	331	29,650	282,802	20,252.16	*21,925	*1,571.36	*7.19	*7.20
8,165	1,015	21,493	151,685	10,415.36	2,663	129.92	1.78	1.26
1,173	49	19,151	195,666	14,121.20	*4,766	*241.04	*2.32	*1.67
10,798	491	53,200	281,553	18,268.24	*12,154	*897.04	*4.13	*4.68
788	75	4,190	43,351	3,132.88	1,734	133.36	4.16	4.44
905,025	115,608	2,868,677	14,559,083	935,232.48	*547,253	*40,156.40	*3.62	*4.11

*Decrease.

No. 14.—*Statement showing the operations of the registry system at the thirty cities of the country doing the largest registry business during the fiscal year ending June 30, 1897, and the increase or decrease in registry fees collected thereat as compared with the previous year.*

City.	Letters registered with fee prepaid.	Parcels registered with fee prepaid.	Registered letters received for delivery.	Registered parcels received for delivery.	Registered letters and parcels received for distribution.	Registered packages received.	Registered packages received in transit.	Registered packages made up and dispatched.	Through registered pouches and inner sacks received.	Through registered pouches and inner sacks made up and dispatched.	Through registered pouches and inner sacks in transit.	Official letters and parcels registered free.	Total number of registered articles handled.	Total amount of registry fees collected.	Decrease.	
															Fees.	Per cent.
New York, N. Y	905,213	240,153	a1,600,498	.....	1,100,834	1,090,642	849,820	798,346	57,822	55,785	10,052	31,769	6,740,934	$91,629.28	b$1,542.88	b1.71
Chicago, Ill	297,112	150,420	715,421	72,408	63,951	598,344	871,400	391,151	70,186	67,965	2,591	32,761	3,333,710	35,802.56	2,998.56	7.72
Boston, Mass	257,048	32,822	340,339	26,269	82,609	248,296	460,758	183,326	38,953	36,613	3,153	15,956	1,726,142	23,189.60	b1,121.84	b5.08
Philadelphia, Pa	186,669	39,808	341,715	24,177	4,704	224,407	237,817	136,859	37,970	31,131	122	30,285	1,295,664	18,118.16	1,028.40	5.37
San Francisco, Ca	98,083	50,081	a201,787	.....	120,417	142,492	109,585	97,137	10,083	10,177	.....	15,679	855,521	11,853.12	b479.20	b4.21
Brooklyn, N. Y	119,782	18,834	178,160	12,516	4,408	90,694	17,674	116,977	30,199	30,239	.....	20,454	639,946	11,089.28	b1,058.08	b10.54
St. Louis, Mo	88,141	42,685	257,085	14,786	6,457	214,556	797,623	141,686	48,797	48,912	5,253	44,084	1,710,065	10,466.08	771.84	6.86
Baltimore, Md	73,850	7,102	a144,013	.....	7,268	108,907	140,309	61,903	11,595	10,713	864	4,110	570,724	6,476.16	b135.76	b2.14
Washington, D. C	61,565	13,995	646,421	51,555	3,320	621,303	254,614	780,961	33,186	34,567	2,295	743,460	3,247,242	6,044.80	83.36	1.36
New Orleans, La	58,048	12,499	108,673	5,869	33,161	94,449	150,705	61,243	13,493	12,517	194	3,571	554,422	5,643.76	b95.20	b1.71
Cincinnati, Ohio	47,008	15,869	155,763	9,887	1,243	145,919	348,389	52,598	27,645	27,632	4,266	29,294	865,513	5,030.16	b50.56	b1.01
Cleveland, Ohio	42,226	6,076	131,348	9,886	13,750	71,060	351,020	38,353	18,410	17,726	3,921	7,937	711,693	3,864.16	b86.24	b2.28
Pittsburg, Pa	42,459	3,956	111,629	2,603	1,562	92,253	459,563	42,553	11,093	11,742	3,068	1,344	783,825	3,713.20	b145.20	b4.06
Buffalo, N. Y	39,731	6,431	94,004	4,932	25,412	83,634	109,116	46,398	12,579	12,260	1,248	3,865	439,610	3,692.96	30.00	.80
Providence, R. I	32,392	8,898	40,479	5,345	572	34,228	34,000	27,389	1,633	1,604	203	285	187,028	3,303.20	b189.36	b6.08
Detroit, Mich	32,965	8,277	a94,382	.....	27,750	83,225	124,919	38,614	10,944	10,581	766	1,796	434,219	3,299.36	4.88	.14
Des Moines, Iowa	39,549	1,056	32,072	1,280	454	29,445	26,702	28,129	1,690	1,364	1	818	162,560	3,248.40	b749.60	b29.99
Newark, N. J	34,049	2,096	43,014	2,880	1,071	30,819	1,878	23,693	770	969	.....	1,677	142,916	2,891.60	89.84	3.01
Los Angeles, Cal	28,188	7,273	33,194	5,017	1,427	31,175	99,595	27,436	5,821	5,709	.....	2,736	247,571	2,836.88	91.04	3.10
Milwaukee, Wis	28,125	7,179	75,553	6,768	689	69,243	83,170	35,304	2,644	2,344	1,560	1,955	314,534	2,824.32	b70.72	b2.56
Denver, Colo	27,314	7,899	53,219	4,192	1,627	51,791	136,009	29,542	7,899	7,634	26	644	327,796	2,817.04	318.32	10.15
Minneapolis, Minn	26,027	8,433	61,480	5,751	894	58,995	16,874	27,568	2,652	2,686	.....	1,218	212,578	2,756.80	b26.80	b.96
Louisville, Ky	21,167	12,669	65,680	4,174	719	65,719	137,235	31,398	9,774	9,555	1,977	718	360,785	2,706.88	96.88	3.09
New Haven, Conn	25,775	3,821	27,497	3,106	2,606	21,728	38,018	20,458	2,068	1,898	.....	512	147,487	2,367.68	137.76	5.49
Kansas City, Mo	22,725	4,414	65,203	5,247	1,306	64,967	339,819	25,243	26,856	18,817	7,543	1,719	583,859	2,171.12	218.80	9.15
Portland, Oreg	20,580	6,442	39,445	5,945	626	36,501	119,262	19,274	7,975	7,718	2,299	393	266,460	2,161.76	380.72	11.04
Saint Paul, Minn	22,266	4,487	66,376	3,768	32,649	62,837	226,168	32,309	11,992	11,356	584	1,121	475,913	2,140.24	47.44	2.16
Hartford, Conn	22,487	2,709	37,625	1,968	781	29,614	40,547	18,895	3,081	3,034	684	1,802	163,227	2,015.68	b7.92	b.39
Worcester, Mass	19,702	1,234	20,641	2,577	596	21,499	43,817	13,027	1,312	1,314	313	421	125,953	1,674.88	b40.40	b2.47
Rochester, N. Y	15,355	4,474	42,543	5,866	454	39,586	38,921	16,580	4,015	3,790	.....	561	172,145	1,586.32	67.04	4.05
Total	2,735,601	732,092	5,825,268	298,772	1,543,317	4,558,328	6,664,827	3,864,420	523,137	498,352	52,983	1,002,945	27,800,042	277,415.44	565.12	.20

a Includes third and fourth class parcels.

b Increase.

No. 15.—*Statement showing the number and value of registered letters and parcels forwarded during the fiscal year ending June 30, 1897, for the Post-Office and Treasury Departments.*

Description.	Number of packages.	Value.
Postal funds received at post-office depositories		$3,095,557.12
Postage stamps from the Washington agency	250,557	62,530,201.00
Stamped envelopes and newspaper wrappers from the agency at Hartford.	283,862	11,805,960.61
Postal cards from the agency at Castleton and the sub-agencies at Cincinnati, St. Louis, and Washington	108,261	5,295,400.00
Surplus money-order funds remitted for deposit by registered mail	877,047	147,795,849.38
Money-order statements and paid and repaid money orders	25,914,185	180,141,660.62
Total for the Post-Office Department	27,433,912	410,664,028.73
Secretary of the Treasury received	3,325	84,843,076.28
Secretary of the Treasury sent	1,720	132,128.30
Register of the Treasury received	4,473	78,581,282.32
Register of the Treasury sent	6,100	95,039,720.33
Commissioner of Internal Revenue received	10,580	12,623,096.05
Commissioner of Internal Revenue sent	56,333	162,027,944.74
Comptroller of the Currency received	878	24,065,479.00
Comptroller of the Currency sent	385	22,433,850.00
Sixth Auditor of the Treasury received	30,369	75,206.24
Sixth Auditor of the Treasury sent	741	12,108.73
Treasurer of the United States received	20,016	3,990,011.21
Treasurer of the United States sent	6,663	1,206,581.76
Assistant treasurers of the United States received	53,545	9,045,547.47
Assistant treasurers of the United States sent	5,916	449,670,917.70
Total for the Treasury Department	200,044	888,696,950.13
Aggregate	27,633,956	1,299,361,578.86

No. 16.—*An act to amend the postal laws, providing limited indemnity for loss of registered mail matter.*

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That section thirty-nine hundred and twenty-six of the Revised Statutes be amended so as to read as follows:

"SEC. 3926. For the greater security of valuable mail matter the Postmaster-General may establish a uniform system of registration, and as a part of such system he may provide rules under which the sender or owners of first-class registered matter shall be indemnified for losses thereof in the mails, the indemnity to be paid out of the postal revenues, but in no case to exceed ten dollars for any one registered piece, or the actual value thereof when that is less than ten dollars, and for which no other compensation or reimbursement to the loser has been made: *Provided*, That the Post-Office Department or its revenues shall not be liable for the loss of any other mail matter on account of its having been registered."

"Approved February 27, 1897."

No. 17.—*Papers relating to the destruction of certain dies, rolls, and plates of postal cards, stamped envelopes, and postage stamps.*

POST-OFFICE DEPARTMENT,
OFFICE OF THE THIRD ASSISTANT POSTMASTER-GENERAL,
Washington, D. C., August 7, 1897.

SIR: I herewith submit the report of the committee which you appointed in pursuance of your order No. 3904, under date of June 25, 1897, for the purpose of destroying certain postage-stamp rolls and plates and the transfer of certain dies to the Bureau of Engraving and Printing. And I have to report that all of said work was done under my personal supervision, and that I was present at all the meetings of said committee and during the destruction of same at the navy-yard; that the rolls and plates were destroyed by placing same in a blast furnace and reducing same to molten iron. The work was carefully and well done by the committee. Mr. A. S. Roberts, one of the members of the committee, was not in attendance at the meeting of said committee on August 3 and 5. The dies referred to in your order were

delivered to the Bureau of Engraving and Printing, per the report of the committee, and the receipt of the Director thereof taken, which is annexed to said report.

Yours, very respectfully,

JOHN A. MERRITT,
Third Assistant Postmaster-General.

Hon. JAMES A. GARY,
Postmaster-General.

POST-OFFICE DEPARTMENT,
Washington, D. C., August 7, 1897.

SIR: In accordance with instructions contained in the Postmaster-General's order No. 391, under date of June 25, 1897, for the verification and destruction of certain dies, rolls, and plates and the transfer of all original postage-stamp and postal-card dies in the custody of the Post-Office Department to the Bureau of Engraving and Printing, your committee has the honor to submit the inclosed report, with an itemized receipt from the Bureau.

E. C. FOWLER,
N. A. C. SMITH,
JAMES H. REEVE,
W. H. STEWART,
Committee.

Hon. JOHN A. MERRITT,
Third Assistant Postmaster-General, Washington, D. C.

BUREAU OF ENGRAVING AND PRINTING,
Washington, D. C., July 27, 1897.

Received from the Post-Office Department one original postal-card die and one hundred and sixty-two original postage-stamp dies, of the various issues, as follows:

One original postal-card die, No. 73.

One die, 1847, containing 5 and 10 cent denominations.

Ten dies, 1851, containing 1, 3, 5, 10, 12, 24, 30, and 90 cent, 1-cent carrier die and border, and one 24-cent border.

Ten dies, 1861, containing 1, 2, 3, 5, 10, 12, 15, 24, 30, and 90 cent, and 5 shells.

Three dies, 1865, containing 5, 10, and 25 cent newspaper and periodical.

Thirteen dies, 1869, containing, 1, 2, 3, 6, 10, 12, 15, 24, 30, and 90 cent, and 3 border dies, 15, 24, and 30 cent.

Nineteen dies, 1870, containing two 1-cent Franklin, 2-cent Jackson, 2-cent Washington, 4 and 5 cent Taylor, 5-cent Garfield, two of 3-cent, two of 6-cent, two of 10-cent, 7, 12, 15, 24, 30, and 90 cent.

Ninety dies, 1873, official Department, consisting of eleven Treasury, 1, 2, 3, 6, 7, 10, 12, 15, 24, 30, and 90 cent; ten Post-Office Department, 1, 2, 3, 6, 10, 12, 15, 24, 30, and 90 cent; ten Justice, 1, 2, 3, 6, 10, 12, 15, 24, 30, and 90 cent; nine, Agriculture, 1, 2, 3, 6, 10, 12, 15, 24, and 30 cent; ten Interior, 1, 2, 3, 6, 10, 12, 15, 24, 30, and 90 cent; eleven Navy, 1, 2, 3, 6, 7, 10, 12, 15, 24, 30, and 90 cent; thirteen State, 1, 2, 3, 6, 7, 10, 12, 15, 24, 30, and 90 cent, $2, $5, $10, $20, one head of Seward; eleven War, 1, 2, 3, 6, 7, 10, 12, 15, 24, 30, and 90 cent; five Executive, 1, 2, 3, 6, and 10 cent.

Sixteen dies, Columbian, of 1, 2, 3, 4, 5, 6, 8, 10, 15, 30, and 50 cent, $1, $2, $3, $4, and $5.

Summary: One postal-card die; one hundred and sixty-two stamp dies; five shells—lathe-work.

Dies badly rusted, and two damaged.

CLAUDE M. JOHNSON, *Director.*

WASHINGTON, D. C., *June 28, 1897.*

The committee appointed by order of the Postmaster-General for the destruction of certain dies, rolls, and plates in the custody of the Post-Office Department met in the office of the Third Assistant Postmaster General June 28, at 10 o'clock a. m., with the following members present: Messrs. E. C. Fowler, A. S. Roberts, J. H. Reeve, and W. H. Stewart. Mr. J. P. Clum was unavoidably absent, and was replaced as one of the committee by Mr. N. A. C. Smith.

The committee organized by the election of Gen. John A. Merritt as chairman and W. H. Stewart as secretary.

Mr. Reeve was appointed a committee by the chairman to arrange for the use of the furnace at the Washington Navy-Yard. On motion, the meeting adjourned, subject to call.

W. H. STEWART, *Secretary.*

POST-OFFICE DEPARTMENT,
OFFICE OF FOURTH ASSISTANT POSTMASTER-GENERAL,
Washington, D. C., June 28, 1897.

MY DEAR SIR: I have just received notice that you had requested Inspector Clum to report to you to act as a member of some commission. I regret to say that it will be impossible for me to spare inspectors for this work at this time, especially Mr. Clum. I would have been glad to have arranged the matter if I had received notice in time, but Mr. Clum is now engaged on some very important work, which can not be delayed.

Very truly, yours,

J. L. BRISTOW,
Fourth Assistant Postmaster-General.

Hon. JOHN A. MERRITT,
Third Assistant Postmaster-General.

ORDER No. 391.

OFFICE OF THE POSTMASTER-GENERAL,
Washington, D. C., June 25, 1897.

For the purpose of carrying into effect the order issued by me under date of June 24, 1897, for the destruction of certain dies, rolls, and plates now in the custody of this Department, the following committee is hereby designated, said committee to meet and organize upon the call of the Third Assistant Postmaster-General:

E. C. Fowler, from the office of the First Assistant Postmaster-General.

A. S. Roberts, from the office of the Second Assistant Postmaster-General.

William H. Stewart and James H. Reeve, from the office of the Third Assistant Postmaster-General.

John P. Clum, from the office of the Fourth Assistant Postmaster-General.

JAS. A. GARY, *Postmaster-General.*

As Mr. John P. Clum could not serve on the committee, owing to prior engagements, the Postmaster-General verbally designated Nathan A. C. Smith to serve in his place.

JOHN A. MERRITT,
Third Assistant Postmaster-General.

JUNE 28, 1897.

ORDER No. 390½.

POST-OFFICE DEPARTMENT,
Washington, D. C., June 25, 1897.

It is hereby ordered that all the stamped-envelope dies and all the postal-card and postage-stamp rolls and plates now in the possession of the Department, not including such as are used by the Bureau of Engraving and Printing and the postal-card and stamped-envelope contractors in the production of stamps, cards, and envelopes of the current series, be destroyed, the work to be done under the general supervision of the Third Assistant Postmaster-General, by a committee of five persons to be hereafter designated, who will make a detailed report of their action when the duty is completed.

All original dies of postal cards and of postage stamps now in the possession of the Department will be turned over for preservation to the Director of the Bureau of Engraving and Printing, and an itemized receipt taken therefor, which will be submitted with the committee's report.

JAS. A. GARY, *Postmaster-General.*

Report of the committee appointed by the Postmaster-General, under Order No. 391, June 25, 1897, for the verification and destruction of certain dies, rolls, and plates, and the transfer of all original postage-stamp and postal-card dies in the custody of the Post-Office Department to the Bureau of Engraving and Printing.

Schedule of dies, rolls, and plates destroyed at the Washington Navy-Yard by committee appointed by the Postmaster-General under Order No. 391, June 25, 1897:

Box H: Two plates, 5-cent Franklin and 10-cent Washington; ten plates, 1, 3, 5, 10, 12, 24, 30, and 90 cent, and two 1-cent carrier plates.

Box G: Twenty-four canceled rolls.

Box No. 10: Ten plates, 1, 2, 3, 5, 10, 12, 15, 24, 30, and 90 cent; three plates, newspaper and periodical, 5, 10, and 25 cent; two rolls, No. 46 and No. 47, containing twelve subjects.
Box No. 1: Eleven rolls, 1, two of 2; 3, 5, 10, 12, 15, 24, 30, and 90 cent; three rolls, newspaper and periodical, 5, 10, and 25 cent; thirteen rolls, 1, 2, 3, 6, 10, 12, 15, 24, 30, and 90 cent, 15, 24, and 30 cent borders.
Box No. 8: Fourteen plates, 1, 2, 3, 6, 10, 12, 15 cent, border No. 32, face 23; 24 cent, border No. 20, face 24; 30 cent, border No. 21, face 21; 90 cent, border No. 22, face 22.
Box I: Fifty-five rolls, 1 to 90 cents, inclusive; one 10-cent special-delivery roll; thirty official departmental rolls, 1-cent to $20, inclusive; seventeen Columbian rolls, 1-cent to $5, inclusive.
Box No. 21: Sixteen plates, 1 and 2 cent Washington, 2-cent Jackson; 3, 4; two of 5; 6, 7, 10, 12, 15, 24, 30, 90, and 10-cent special delivery.
Box No. 22: Eighteen plates, canceled, of 2-cent, ordinary.
Box No. 23: Eighteen plates, canceled, of 2-cent, ordinary.
Box No. 24: Eighteen plates, canceled, of 1 and 2 cent, ordinary.
Box No. 25: Fifteen plates, canceled, of 2-cent, ordinary.
Box No. 26: Fifteen plates, canceled, of 1 and 2 cent, ordinary.
Box No. 27: Fifteen plates, canceled, of 1 and 2 cent ordinary.
Box No. 28: Twenty plates, canceled, of 2-cent ordinary.
Box No. 29: Twenty-one plates, canceled, of 1 and 2 cent ordinary.
Box No. 30: Twenty plates, canceled, of 2-cent ordinary.
Box No. 31: Twenty-five plates, canceled, of 2-cent ordinary.
Box No. 32: Twenty-five plates, canceled, of 1 and 2 cent ordinary.
Box No. 33: Twenty-five plates, canceled, of 1, 4, 5, and 10 cent ordinary.
Box No. 34: Twenty-five plates, canceled, of 1 and 2 cent ordinary.
Box No. 35: Twenty-five plates, canceled, of 2-cent ordinary.
Box No. 36: Fifteen plates, canceled, of 1, 2, 4, 5, 10, and 10 cents S. Del.
Box No. 45: Fifteen plates, Columbian, 2-cent.
Box No. 46: Sixteen plates, Columbian, 1, 2, 3, 4, 5, 6, 8, 10, 15, 30 and 50 cent, and $1, $2, $3, $4, $5.
Box No. 47: Fifteen plates, Columbian, 1 and 2 cent.
Box No. 48: Fifteen plates, Columbian, 1 and 2 cent.
Box No. 49: Fifteen plates, Columbian, 2-cent.
Box No. 50: Thirteen plates, Columbian, 2 and 8 cent.
Box No. 51: Fifteen plates, Columbian, 2-cent.
Box No. 52: Twenty plates, Columbian, 2, 4, 5, 10, and 3 cent.
Box No. 53: Fifteen plates, Columbian, 2-cent.
Box No. 54: Fourteen plates, Columbian, 1 and 2 cent.
Box No. 55: Fifteen plates, Columbian, 2-cent.
Box No. 56: Ten plates, Columbian, 1-cent.
Box No. 57: Fifteen plates, Columbian, 2-cent.
Box No. 58: Five plates, Columbian, 2-cent.
Lock Boxes:
- Box No. 1: Four plates, Post-Office Department, 1, 2, 3, and 6 cent.
- Box No. 1a: Six plates, Post-Office Department, 10, 12, 15, 24, 30, and 90 cent.
- Box No. 2: Eleven plates, Treasury Department, 1, 2, 3, 6, 7, 10, 12, 15, 24, 30, and 90 cent.
- Box No. 3: Eleven plates, War Department, 1, 2, 3, 6, 7, 10, 12, 15, 24, 30, and 90 cent.
- Box No. 4: Eleven plates, Navy Department, 1, 2, 3, 6, 7, 10, 12, 15, 24, 30, and 90 cent.
- Box No. 5: Sixteen plates, State Department, 1, ? 3, 6, 10, 12, 15, 24, 30, 90 cent, $2, $5, $10, $20, and No. 123.
- Box No. 6: Five plates, Executive Department, 1, 2, 3, 6, and 10 cent.
- Box No. 7: Ten plates, Interior Department, 1, 2, 3, 6, 10, 12, 15, 24, 30, and 90 cent.
- Box No. 9: Nine plates, Agricultural Department, 1, 2, 3, 6, 10, 12, 15, 24, and 30 cent.
- Box No. 10: Ten plates, Department of Justice, 1, 2, 3, 6, 10, 12, 15, 24, 30, and 90 cent.

Box No. 2: Ten plates, ordinary, 1, 2, 6, 10, and 12 cent.
Box No. 3: Nine plates, ordinary, 3 cent.
Box No. 4: Twenty plates, ordinary, four of 1 cent, seven of 2 cent, and nine of 3 cent.[1]
Box No. 5: Nineteen plates, ordinary, 1, 3, 5, 10, 12, and 90 cent.
Box No. 6: Eleven plates, ordinary, 1 and 3 cent.
Box No. 7: Eighteen plates, ordinary, 1, 2, 3, and 10 cent.
Box No. 9: Five plates, ordinary, three of 15, 24, and 15 cent, face No. 19.
Box A: Eighteen plates, ordinary, canceled, five of 1 cent, twelve of 3 cent, and one of 12 cent.

[1] One-cent plate, No. 25, missing. Was found in box No. 5.

[illegible]

...ty-one postal-card plates, letter R.
-three postal-card plates, defective.
-nine postal-card plates.
...undred and twenty postal-card plates.
...undred and twenty-eight postal-card plates.
...undred and sixty postal-card plates.
...ostal-card plate; forty-one postal-card plates, [illegible]
...1875 issue; one postage-stamp roll of 1847 issue, [illegible]
...lectrotype 1875; one steel postal-card plate of [illegible]
...nt, and four stamp-envelope dies, 1, 2, 3, and 6 [illegible]
...ree postal-card dies, not original; three postal [illegible]
...rd roll: one specimen stamp-envelope die, [illegible]
...ard plate, proposed system for remitting [illegible]
...e hubs and dies, consisting of two [illegible]
...ubs and one matrix: one 3-cent hub and [illegible]
...b and one matrix; one 2-cent hub and [illegible]
...e matrix: one 5-cent hub and one [illegible]
...rix. Washington: one 2-cent hub and [illegible]
...matrix, not used: one 10-cent hub and [illegible]
...d one matrix. Post-Office Department [illegible]
...hub and one matrix: one 2-cent [illegible]
...atrix: one 3-cent unfinished [illegible]
...and Post-Office Department [illegible]
[illegible]

...m at all the free-
...tinued.

Number of special-delivery letters and parcels mailed to other places.	Amount of special-delivery stamps sold.
785	$82.50
646	64.60
9,081	1,121.70
257	28.20
16,083	1,315.30
1,178	122.60
842	90.40
2,076	215.00
1,523	290.00
1,390	157.50
1,276	143.40
194	19.40
993	115.20
6,159	6,800.00
1,805	250.50
1,121	116.50
,059	114.60
,255	236.80
605	128.00
988	102.80
310	88.00
540	35.00
190	114.90
292	33.40
695	73.90
157	45.70
118	91.00
14	63.70
42	47.70
39	69.40
38	81.10
41	93.90
6	60.70
1	127.10
5	69.80
3	310.10
3	420.20
[illegible]	58.50
	163.00
	82.80
	19.60
	25,516.40
	57.20
	163.60
	128.90
	92.30
	855.00
	114.60
	42.70
	605.00
	8,090.00
	74.60
	51.00
	2,900.00
	158.50
	39.80
	150.00
2	157.40
5	119.00
95	69.50
96	11.70
628	325.60
444	63.00
880	88.00
75	411.20
[illegible]	78.90

of 3-cent Centennial; 1, 2, 3, 6, 10, 12, 15, and 30 cent official War Department, and 2, 3, and 6 cent official Post-Office Department; thirteen dies, consisting of six heads and seven engraved dies; twenty-two matrices, consisting of two of 1-cent, eight of 2-cent, three of 3, 5, and 6 cent, two of 10, 12, and 30 cent ordinary, 3-cent Post-Office Department, 3-cent Centennial, and one postal-service matrice.

Box No. 67 contains two hundred postal-card plates, "B."

Box No. 68 contains one hundred and twenty-eight postal-card plates, "C;" one hundred postal-card plates, "A."

Box No. 69 contains forty postal card plates, "F."

Box No. 70 contains stamp-envelope dies and hubs, consisting of eighteen 1-cent dies, two 1-cent hubs, one 2-cent hub, eight 2-cent dies, forty-five 3-cent dies, ordinary; two 6-cent Post-Office Department dies; one hub, 3-cent, Post-Office Department; one original 3-cent Post-Office Department die; four 2-cent Post-Office Department dies; two 30-cent dies; 90-cent hub and four 90-cent dies; three 7-cent dies; one 6-cent hub and four 6-cent dies; one 10-cent hub and four 10-cent dies; three 12-cent dies and hub; three 15-cent dies and hubs; three 24-cent dies and hub; two 1-cent hubs; three 1-cent War Department dies and one hub; two 3-cent War Department dies and one hub; two 10-cent War Department dies and one hub; two 15-cent War Department dies and one hub.

This is to certify that all the foregoing dies, rolls, and plates contained in boxes numbered from "G" to No. 70, inclusive, were destroyed in our presence, at the Washington Navy-Yard, on July 30, August 3, and August 5, 1897.

E. C. FOWLER,
N. A. C. SMITH,
JAMES H. REEVE,
W. H. STEWART,
Committee.

No. 18.—*Statement showing the operations of the special-delivery system at all the free-delivery post-offices during the year ending June 30, 1897.*

Post-office.	Number of messengers employed in special delivery.	Number of special-delivery letters and parcels arriving from other places.	Number of special-delivery letters and parcels deposited for local delivery.	Total special-delivery letters and parcels.	Number of special-delivery letters and parcels that failed of delivery by messengers.	Total amount of compensation to messengers or others for special delivery.	Average time of delivery of special-delivery letters and parcels after their arrival.	Number of special-delivery letters and parcels mailed to other places.	Amount of special-delivery stamps sold.
							Min.		
Aberdeen, S. Dak	.....	209	5	214	1	$17.12	15	141	$12.50
Adrian, Mich	1	689	24	713	56	52.56	13	533	60.50
Akron, Ohio	2	4,101	371	4,472	30	351.92	15	4,714	521.00
Alameda, Cal	1	2,137	126	2,263	51	181.04	18	1,741	151.40
Albany, N. Y	5	19,055	971	20,026	900	1,558.24	15	16,545	1,882.90
Albion, Mich	2	319	5	324	11	25.36	32	404	40.40
Albuquerque, N. Mex.	1	184	8	192	6	15.36	10	120	20.00
Alexandria, Va	1	2,123	11	2,134	.....	170.72	9	1,093	68.20
Allegheny, Pa	9	19,124	3,273	22,397	1,100	1,791.76	10	7,210	1,390.00
Allentown, Pa	1	2,441	96	2,537	14	202.08	8	2,153	208.20
Alliance, Ohio	1	963	50	1,013	7	79.76	19	785	126.90
Alpena, Mich	.....	214	7	221	3	.....	30	249	25.00
Alton, Ill	1	540	17	557	2	44.40	5	853	90.20
Altoona, Pa	1	2,476	527	3,003	27	240.08	18	2,443	324.00
Americus, Ga	1	572	24	596	4	47.60	15	350	74.70
Amesbury, Mass	1	793	17	810	36	62.88	15	769	86.30
Amherst, Mass	1	804	37	841	.....	67.28	16	1,033	109.80
Amsterdam, N. Y	1	1,258	41	1,299	51	102.80	16	1,389	201.80
Anderson, Ind	1	1,247	53	1,300	15	102.80	10	1,277	136.10
Annapolis, Md	1	1,221	20	1,241	13	98.40	6	1,595	212.40
Ann Arbor, Mich	1	1,989	194	2,183	27	174.48	14	2,327	272.20
Anniston, Ala	1	594	4	598	6	47.36	14	905	76.20
Ansonia, Conn	1	967	45	1,012	2	80.88	15	791	104.80
Appleton, Wis	1	607	23	630	.....	50.40	12	696	86.90
Arkansas City, Kans.	1	266	6	272	1	18.16	16	246	30.90
Asbury Park, N. J	1	3,795	62	3,857	247	301.28	14	5,025	521.10
Asheville, N. C	1	1,581	39	1,620	25	128.88	15	1,198	123.40
Ashland, Wis	.....	679	18	697	5	.....	12	617	72.00
Ashtabula, Ohio	2	672	16	688	2	55.04	15	522	53.00
Astoria, Oreg	1	278	19	297	3	23.60	9	307	37.80

—*Statement showing the operation of the special-delivery system at all the free-delivery post-offices during the year ending June 30, 1897*—Continued.

st-office.	Number of messengers employed in special delivery.	Number of special-delivery letters and parcels arriving from other places.	Number of special-delivery letters and parcels deposited for local delivery.	Total special-delivery letters and parcels.	Number of special-delivery letters and parcels that failed of delivery by messengers.	Total amount of compensation to messengers or others for special delivery.	Average time of delivery of special-delivery letters and parcels after their arrival.	Number of special-delivery letters and parcels mailed to other places.	Amount of special-delivery stamps sold.
							Min.		
Pa	2	2,924	318	3,242	58	$257.68	13	2,699	$363.10
ange, N. J	1	4,096	203	4,299	18	336.80	30	2,243	297.00
Louis, Ill	1	576	27	603	3	48.16	25	398	40.40
re, Wis	1	1,191	111	1,302	3	12.92	40	551	90.40
l	1	1,008	87	1,095	8	87.60	16	1,300	138.70
h, N. J	2	4,397	240	4,637	25	360.96	22	3,468	378.20
Ind	1	843	62	905	7	55.60	9	888	104.00
N. Y	2	3,789	246	4,035	11	321.92	20	2,783	306.06
Tex	1	532	14	546	13	43.68	18	486	51.90
Ohio	1	859	74	933	6	74.48	6	982	147.50
, Kans	1	757	19	776	2	62.08	11	809	82.30
od, N. J	1	1,118	26	1,144	46	87.68	10	1,081	115.90
	4	4,425	322	4,747	35	369.44	15	3,380	468.00
a, Mich	1	155	2	157	3	12.32	11	182	18.20
Cal		152	6	158			14	243	24.30
n, Ill	1	2,466	99	2,565	6	204.56	12	1,451	160.00
lle, Ind	1	2,567	124	2,691		215.28	20	1,890	201.40
Mass	1	2,626	68	2,694	26	212.64	19	1,101	109.60
er, Mass	2	5,400	748	6,148	50	491.84	8	7,488	852.20
f. Dak	1	855	61	916	14	73.28	17	760	88.50
lt, Minn	1	404	9	413	25	31.04	22	433	42.70
Ohio	1	1,271	79	1,350	5	107.92	20	653	71.60
rg, Mass	1	2,931	132	3,063	12	245.04	10	2,671	230.70
ich	1	699	48	747	16	58.48	15	599	74.30
g, N. Y	1	1,574	131	1,705	23	134.20	13	1,598	202.30
Lac, Wis		773	10	783	15		25	323	55.00
lge, Iowa	2	220	15	235	11	17.84	14	202	20.20
dison, Iowa	1	339	19	358	7	26.80	22	395	41.40
tt, Kans	1	619	23	642	10	51.20	20	565	58.80
ith, Ark	2	886	14	900	10	52.56	16	424	43.80
yne, Ind	2	4,358	438	4,796	37	383.52	9	2,686	423.60
rth, Tex	1	3,129	202	3,331	76	266.48	30	1,438	220.00
, Ohio	1	622	28	650		52.00	10	836	83.60
rt, Ind	1	648	18	666	26	52.56	10	655	62.70
rt, Ky	1	1,466	31	1,497		119.76	10	1,698	172.30
, Pa	1	884	26	910		72.80	14	848	115.00
k, Md	1	1,036	20	1,056	8	83.84	7	1,509	150.90
, Ill	1	956	52	1,008	3	80.40	10	777	88.20
, Nebr	1	382	6	388	5	30.64	13	335	45.80
, Ohio	1	604	17	621		49.68	13	759	85.30
Cal	1	679	9	679	1	53.83	15	608	101.60
lle, Tex	1	415	2	417	1	33.28	47	347	25.50
rg, Ill	1	1,261	92	1,353	1	108.24	22	703	100.00
n, Tex	1	3,973	269	4,242	51	326.16	25	1,996	274.40
N. Y	1	1,084	53	1,137		90.96	15	1,187	124.00
lls, N. Y	1	1,254	13	1,267	57	95.60	25	584	76.60
er, Mass	1	1,697	45	1,742	51	111.28	13	1,464	172.90
rille, N. Y	1	976	77	1,053	21	83.60	15	1,073	115.00
Ind	1	524	54	578	5	45.84	5	541	69.40
orks, N. Dak	1	564	26	590	11	46.32	8	504	53.00
sland, Nebr	1	472	6	478	6	37.68	13	387	38.90
apids, Mich	2	6,716	535	7,251	162	580.08	14	3,417	455.00
ls, Mont		227	9	236	3		30	166	19.20
Colo	1	125		125	10	9.20	20	293	29.30
ay, Wis	1	773	31	804	2	60.24	22	533	73.30
ld, Mass	1	1,077	103	1,180	51	94.08	16	809	142.00
oro, N. C	1	879	13	892	4	71.12	18	556	26.60
urg, Pa	1	1,379	48	1,427	78	112.32	13	1,056	152.30
le, Miss	1	545	1	546	1	43.60	18	776	78.20
le, S. C	1	591	8	599	25	47.36	18	481	55.40
Okla	1	352	17	369	8	28.96	15	213	11.90
sack, N. J	1	1,046	28	1,074	25	83.92	10	1,149	178.00
own, Md	1	1,592	49	1,641	1	131.28	15	1,507	165.60
n, Ohio	1	1,986	150	2,136	7	170.80	10	2,853	323.00
d, Ind		349	4	353	1		11	406	45.30

No. 18.—*Statement showing the operations of the special-delivery system at all the free-delivery post-offices during the year ending June 30, 1897*—Continued.

Post-office.	Number of messengers employed in special delivery.	Number of special-delivery letters and parcels arriving from other places.	Number of special-delivery letters and parcels deposited for local delivery.	Total special-delivery letters and parcels.	Number of special-delivery letters and parcels that failed of delivery by messengers.	Total amount of compensation to messengers or others for special delivery	Average time of delivery of special-delivery letters and parcels after their arrival.	Number of special-delivery letters and parcels mailed to other places.	Amount of special-delivery stamps sold.
							Min.		
Carlisle, Pa	1	1,129	43	1,172	14	$93.68	8	980	$115.80
Carthage, Mo	1	436	1	437	6	33.92	12	418	41.80
Cedar Falls, Iowa	1	215	14	229	.....	18.32	10	201	20.10
Cedar Rapids, Iowa	1	1,308	128	1,436	2	114.88	14	1,446	160.00
Central Falls, R. I	1	468	9	477	7	37.60	12	244	34.00
Chambersburg, Pa	1	688	18	706	1	56.40	12	716	74.90
Champaign, Ill	.....	552	22	574	60	.....	10	238	61.30
Charleston, S. C	1	3,818	251	4,069	.....	325.52	30	2,163	360.00
Charleston, W. Va	1	1,435	52	1,487	12	118.48	30	1,170	147.20
Charlotte, N. C	1	2,035	31	2,066	17	163.92	27	1,348	184.20
Charlottesville, Va	2	1,229	25	1,254	58	95.68	13	1,158	115.80
Chattanooga, Tenn	2	3,998	126	4,124	94	328.64	11	2,321	320.00
Chester, Pa	1	1,706	66	1,772	25	139.76	20	1,845	185.00
Cheyenne, Wyo	1	210	16	226	2	17.92	11	636	66.40
Chicago, Ill	243	160,284	41,333	201,567	21,816	16,123.60	21	84,759	13,776.00
Chillicothe, Mo	.....	320	22	342	6	.....	20	281	36.00
Chillicothe, Ohio	2	1,078	36	1,114	24	89.44	16	1,105	108.70
Chippewa Falls, Wis	1	409	9	418	4	33.12	20	174	18.40
Cincinnati, Ohio	24	50,752	18,878	69,630	4,434	5,570.40	14	39,879	6,050.10
Clarksville, Tenn	1	333	5	338	3	26.88	41	337	34.20
Cleveland, Ohio	15	37,887	17,308	55,195	717	4,383.60	17	39,438	4,920.50
Clinton, Iowa	1	492	26	518	1	41.36	30	448	67.60
Clinton, Mass	1	948	32	980	3	18.48	9	1,371	140.30
Cohoes, N. Y	1	972	16	988	6	79.04	15	805	93.10
Coldwater, Mich	1	205	10	215	78	10.96	10	159	23.60
Colorado Springs, Colo	1	2,757	86	2,843	31	227.28	7	2,984	327.80
Columbia, Pa	1	573	2	575	2	45.92	15	773	79.60
Columbia, S. C	1	1,896	25	1,921	13	153.68	15	967	105.00
Columbus, Ga	1	1,816	32	1,848	7	147.68	15	1,573	190.40
Columbus, Ind	1	415	29	444	.....	35.52	15	718	107.10
Columbus, Ohio	5	20,200	1,753	21,953	115	1,720.80	21	11,795	1,601.40
Concord, N. H	1	3,265	183	3,448	4	275.52	14	4,019	415.60
Connersville, Ind	.....	421	18	439	2	.....	17	662	78.80
Corning, N. Y	1	914	23	937	13	74.96	30	853	87.70
Corry, Pa	1	674	32	706	3	56.40	7	895	39.30
Corsicana, Tex	1	358	6	364	5	29.12	9	433	48.90
Cortland, N. Y	2	889	28	917	11	72.32	15	599	54.30
Council Bluffs, Iowa	2	1,504	78	1,582	9	123.92	28	970	97.90
Covington, Ky	1	3,250	141	3,391	11	270.72	21	1,782	193.50
Crawfordsville, Ind	1	706	21	727	10	58.16	7	800	88.90
Creston, Iowa	1	233	7	240	11	18.48	29	256	27.00
Cumberland, Md	1	1,899	99	1,998	1	159.76	9	896	192.00
Dallas, Tex	2	5,966	502	6,468	64	516.24	20	4,161	462.50
Danbury, Conn	1	1,638	91	1,729	.....	138.32	16	1,909	200.00
Danville, Ill	1	1,201	73	1,274	14	101.20	15	589	98.10
Danville, Pa	1	464	13	477	4	38.00	23	413	39.50
Danville, Va	3	1,144	33	1,177	9	92.72	30	464	89.90
Davenport, Iowa	1	1,094	280	1,374	10	109.92	19	818	121.00
Dayton, Ohio	3	9,355	1,093	10,448	12	833.76	10	7,543	1,085.90
Decatur, Ill	1	1,437	132	1,569	44	125.44	20	1,033	131.10
Decorah, Iowa	1	103	5	108	4	8.64	8	50	5.50
Defiance, Ohio	1	364	19	383	10	30.48	15	384	45.50
Delaware, Ohio	1	800	50	850	1	68.00	15	1,003	101.10
Denison, Tex	1	650	52	702	39	55.44	10	558	51.00
Denver, Colo	6	18,642	4,061	22,703	112	1,815.84	21	5,769	1,318.10
Derby, Conn	1	761	8	769	18	61.08	14	951	100.70
Des Moines, Iowa	1	5,212	725	5,937	707	300.00	16	2,514	225.90
Detroit, Mich	11	25,695	5,503	31,198	2,784	2,495.84	21	18,366	2,540.00
Dixon, Ill	1	420	50	470	7	37.04	25	707	70.70
Dover, N. H	1	1,351	79	1,430	4	114.32	13	1,475	142.70
Dubois, Pa	1	567	23	590	10	47.04	21	707	72.00
Dubuque, Iowa	1	1,681	264	1,945	11	154.72	13	1,327	163.10
Duluth, Minn	1	3,243	223	3,466	192	277.28	20	2,650	336.00
Dunkirk, N. Y	1	626	21	647	8	51.76	27	531	85.40
Durham, N. C	1	633	2	635	4	50.80	15	440	44.00
East Liverpool, Ohio	1	1,041	41	1,082	1	86.56	4	1,482	161.00

—*Statement showing the operation of the special-delivery system at all the free-delivery post-offices during the year ending June 30, 1897*—Continued.

st-office.	Number of messengers employed in special delivery.	Number of special-delivery letters and parcels arriving from other places.	Number of special-delivery letters and parcels deposited for local delivery.	Total special-delivery letters and parcels.	Number of special-delivery letters and parcels that failed of delivery by messengers.	Total amount of compensation to messengers or others for special delivery.	Average time of delivery of special-delivery letters and parcels after their arrival.	Number of special-delivery letters and parcels mailed to other places.	Amount of special-delivery stamps sold.
							Min.		
Pa	2	2,924	318	3,242	58	$257.68	13	2,689	$363.10
ange, N. J	1	4,096	203	4,299	18	336.80	30	2,243	297.00
Louis, Ill	1	576	27	603	3	48.16	25	398	40.40
ire, Wis	1	1,191	111	1,302	3	12.92	40	551	90.40
l	1	1,008	87	1,095	8	87.60	16	1,300	138.70
h, N. J	2	4,397	240	4,637	25	360.86	22	3,468	378.20
, Ind	1	843	62	905	7	55.60	9	888	104.00
N. Y	2	3,789	246	4,035	11	321.92	20	2,783	306.00
Tex	1	532	14	546	13	43.68	18	486	51.90
Ohio	1	859	74	933	6	74.48	6	982	147.50
s, Kans	1	757	19	776	2	62.08	11	809	82.30
ood, N. J	1	1,118	26	1,144	46	87.66	10	1,081	115.90
	4	4,425	322	4,747	35	369.44	15	3,380	468.00
a, Mich	1	155	2	157	3	12.32	11	182	18.20
Cal	.....	152	6	158	.....	.....	14	243	24.30
n, Ill	1	2,466	99	2,565	6	204.56	12	1,451	160.00
lle, Ind	1	2,567	124	2,691	.....	215.28	20	1,890	201.40
Mass	1	2,626	68	2,694	26	212.64	19	1,101	109.60
er, Mass	2	5,400	748	6,148	50	491.84	8	7,488	852.20
f. Dak	1	855	61	916	14	73.28	17	760	88.50
lt, Minn	1	404	9	413	25	31.04	22	433	42.70
, Ohio	1	1,271	79	1,350	5	107.92	20	653	71.60
rg, Mass	1	2,931	132	3,063	12	245.04	10	2,671	230.70
ich	1	699	48	747	16	58.48	15	599	74.30
g, N. Y	1	1,574	131	1,705	23	134.20	13	1,598	202.30
, Lac, Wis	.....	773	10	783	15	.....	25	323	55.00
dge, Iowa	2	220	15	235	11	17.84	14	202	20.20
dison, Iowa	1	339	19	358	7	26.80	22	395	41.40
tt, Kans	1	619	23	642	10	51.20	20	565	58.80
ith, Ark	2	886	14	900	10	52.56	16	424	42.80
ayne, Ind	2	4,358	438	4,796	37	383.52	9	2,686	423.60
rth, Tex	1	3,129	202	3,331	76	266.48	30	1,438	220.00
, Ohio	1	622	28	650	.....	52.00	15	836	83.60
rt, Ind	1	648	18	666	26	52.56	10	655	62.70
rt, Ky	1	1,466	31	1,497	.....	119.76	10	1,698	172.30
n, Pa	1	884	26	910	.....	72.80	14	848	115.00
k, Md	1	1,036	20	1,056	8	83.84	7	1,509	150.90
t, Ill	1	956	52	1,008	3	80.40	10	777	88.20
, Nebr	1	382	6	388	5	30.64	13	335	45.80
, Ohio	1	604	17	621	.....	49.68	13	759	85.30
Cal	1	670	9	679	1	53.83	15	608	101.60
lle, Tex	1	415	2	417	1	33.28	47	347	25.50
rg, Ill	1	1,261	92	1,353	1	108.24	22	763	100.00
on, Tex	1	3,973	269	4,242	51	326.16	25	1,996	374.40
N. Y	1	1,084	53	1,137	.....	90.96	15	1,187	124.00
alls, N. Y	1	1,254	13	1,267	57	95.60	25	584	76.60
ter, Mass	1	1,697	45	1,742	51	111.28	13	1,464	172.90
ville, N. Y	1	976	77	1,053	21	83.60	15	1,073	115.00
Ind	1	524	54	578	5	45.84	5	541	69.40
'orks, N. Dak	1	564	26	590	11	46.32	8	504	53.00
sland, Nebr	1	472	6	478	6	37.68	13	387	38.90
apids, Mich	2	6,716	535	7,251	162	580.08	14	3,417	455.00
ls, Mont	.....	227	9	236	3	.....	30	166	19.20
Colo	1	125	.....	125	10	9.20	20	293	29.30
ay, Wis	1	773	31	804	2	60.24	22	533	73.30
ld, Mass	1	1,077	103	1,180	51	94.08	16	809	142.00
oro, N. C	1	879	13	892	4	71.12	18	556	26.60
urg, Pa	1	1,379	48	1,427	78	112.32	13	1,056	152.30
lle, Miss	1	545	1	546	1	43.60	18	776	78.20
lle, S. C	1	591	8	599	25	47.36	18	481	55.40
, Okla	1	352	17	369	8	28.96	15	213	11.90
sack, N. J	1	1,046	28	1,074	25	83.92	10	1,149	178.00
own, Md	1	1,592	49	1,641	1	131.28	15	1,507	165.60
n, Ohio	1	1,986	150	2,136	7	170.80	10	2,853	323.00
d, Ind	.....	349	4	353	1	.....	11	406	45.30

No. 18—*Statement showing the operations of the special-delivery system at all the free-delivery post-offices during the year ending June 30, 1897*—Continued.

Post-office.	Number of messengers employed in special delivery.	Number of special-delivery letters and parcels arriving from other places.	Number of special-delivery letters and parcels deposited for local delivery.	Total special-delivery letters and parcels.	Number of special-delivery letters and parcels that failed of delivery by messengers.	Total amount of compensation to messengers or others for special delivery.	Average time of delivery of special-delivery letters and parcels after their arrival.	Number of special-delivery letters and parcels mailed to other places.	Amount of special-delivery stamps sold.
							Min.		
Hannibal, Mo	2	758	23	781	62	$62.48	18	639	$61.50
Harrisburg, Pa	4	7,272	447	7,719	135	617.52	12	7,431	670.00
Hartford, Conn	6	15,913	3,073	18,986	578	1,516.56	18	11,664	1,006.40
Hastings, Nebr	.....	296	3	299	4	.....	11	207	22.40
Haverhill, Mass	2	4,704	598	5,302	131	400.48	25	5,240	537.40
Hazleton, Pa	1	803	53	856	12	6.72	6	1,365	100.20
Helena, Mont	.....	684	106	790	27	63.04	10	591	70.00
Henderson, Ky	1	427	14	441	5	35.28	16	425	53.50
Hillsdale, Mich	1	341	20	361	11	27.68	10	297	33.00
Hoboken, N. J	2	5,447	192	5,639	160	451.12	10	2,994	332.70
Holyoke, Mass	1	3,818	295	4,113	19	327.44	28	2,595	422.20
Hoosick Falls, N. Y	1	403	5	408	6	32.64	13	608	68.00
Hornellsville, N. Y	1	905	39	944	19	75.52	10	754	80.30
Hot Springs, Ark	1	1,421	.....	1,421	80	107.28	20	1,509	154.00
Houston, Tex	1	5,695	309	6,004	59	382.48	15	2,191	463.70
Hudson, N. Y	1	1,156	15	1,171	9	86.16	12	894	93.40
Huntingdon, Pa	1	605	10	615	15	48.00	20	525	53.50
Huntington, Ind	1	434	23	457	.....	36.56	30	460	55.30
Huntington, W. Va	1	710	17	727	.....	58.00	13	725	70.00
Huntsville, Ala	.....	347	2	349	9	.....	11	432	43.20
Hutchinson, Kans	1	804	5	809	15	64.72	11	479	49.00
Hydepark, Mass	2	1,618	102	1,720	22	157.68	17	1,407	156.20
Independence, Iowa	.....	143	.....	143	1	11.36	13	80	9.00
Indianapolis, Ind	10	29,317	7,254	36,571	242	2,919.52	18	19,841	2,085.40
Ionia, Mich	1	266	6	272	4	21.68	21	357	36.10
Iowa City, Iowa	1	331	23	354	2	28.16	30	297	28.30
Iron Mountain, Mich	1	138	2	140	.....	10.56	15	232	26.70
Ironton, Ohio	1	604	36	640	1	51.20	10	578	62.20
Ironwood, Mich	1	91	1	92	1	7.28	10	179	19.40
Ishpeming, Mich	.....	245	4	249	5	.....	16	307	30.70
Ithaca, N. Y	2	2,477	354	2,831	25	223.60	18	2,437	279.10
Jackson, Mich	1	1,808	101	1,909	99	152.72	15	901	157.50
Jackson, Miss	1	1,537	14	1,551	18	122.64	18	1,243	167.20
Jackson, Tenn	1	874	9	883	1	70.64	32	856	85.70
Jacksonville, Fla	1	3,862	199	4,061	75	317.52	25	4,723	308.40
Jacksonville, Ill	1	1,004	35	1,039	30	81.84	15	612	71.80
Jamaica, N. Y	1	783	13	796	8	51.44	9	856	87.60
Jamestown, N. Y	1	1,992	67	2,059	29	164.72	13	1,261	179.90
Janesville, Wis	1	681	24	705	10	54.00	30	360	73.20
Jefferson City, Mo	1	800	8	808	30	42.24	30	785	25.70
Jeffersonville, Ind	1	651	20	671	.....	53.68	15	481	56.00
Jersey City, N. J	4	14,398	855	15,253	272	1,220.24	37	12,392	1,135.00
Johnstown, N. Y	1	535	22	557	11	43.68	13	530	55.00
Johnstown, Pa	1	2,175	178	2,353	34	187.28	8	2,025	230.50
Joliet, Ill	1	1,455	87	1,542	15	46.80	19	1,549	182.50
Joplin, Mo	.....	504	16	520	9	.....	19	335	83.20
Kalamazoo, Mich	1	2,084	91	2,175	71	171.92	12	1,560	160.00
Kankakee, Ill	1	396	33	429	1	34.16	14	460	82.30
Kansas City, Kans	1	1,774	135	1,909	31	152.32	30	1,722	206.30
Kansas City, Mo	9	23,561	5,010	28,571	2,407	2,285.68	30	13,044	2,226.40
Kearney, Nebr	.....	214	8	222	2	.....	26	102	11.00
Keene, N. H	1	1,083	92	1,175	1	93.92	14	1,470	181.00
Kenton, Ohio	1	421	4	425	12	34.00	21	600	72.50
Keokuk, Iowa	1	1,114	73	1,187	3	94.64	26	813	110.00
Kingston, N. Y	2	2,417	41	2,458	10	195.84	20	2,141	222.30
Knoxville, Tenn	1	3,637	218	3,855	.....	306.80	10	2,205	293.70
Kokomo, Ind	1	754	54	808	4	64.56	18	459	52.70
Laconia, N. H	.....	569	13	582	.....	46.56	15	802	88.20
La Crosse, Wis	1	1,531	205	1,736	17	138.40	19	1,010	125.00
La Fayette, Ind	1	2,065	331	2,396	.....	191.68	15	2,065	310.00
Lancaster, Ohio	1	725	4	729	9	57.60	13	994	99.40
Lancaster, Pa	1	4,381	181	4,562	.....	356.84	13	3,474	544.30
Lansing, Mich	2	1,859	161	2,020	88	160.80	19	2,119	226.00
La Porte, Ind	1	485	8	493	9	38.72	10	467	47.50
Laramie, Wyo	.....	88	2	90	1	.....	12	118	15.10
Laredo, Tex	.....	105	1	106	2	4.08	25	141	13.10
Lasalle, Ill	.....	189	1	190	4	.....	25	243	19.70

—*Statement showing the operations of the special-delivery system at all the free-delivery post-offices during the year ending June 30, 1897*—Continued.

t-office.	Number of messengers employed in special delivery.	Number of special-delivery letters and parcels arriving from other places.	Number of special-delivery letters and parcels deposited for local delivery.	Total special-delivery letters and parcels.	Number of special-delivery letters and parcels that failed of delivery by messengers.	Total amount of compensation to messengers or others for special delivery.	Average time of delivery of special-delivery letters and parcels after their arrival.	Number of special-delivery letters and parcels mailed to other places.	Amount of special-delivery stamps sold.
							Min.		
Kans	1	425	5	430	2	$34.40	15	421	$42.10
, Iowa	1	842	97	939	4	75.12	8	902	99.90
N. Y.	1	317	14	331	.....	26.68	15	314	35.50	
o, Ky	1	538	13	551	3	44.08	7	585	59.80
dich	1	494	48	542	4	43.36	10	527	66.40
Ky.	1	1,230	32	1,262	14	100.80	27	842	90.90
le, Ohio	1	601	38	639	.....	49.20	10	736	95.10
	1	338	10	348	6	20.56	10	470	59.00
k	1	846	1	847	9	67.04	16	479	48.00
urg, W. Va.	1	2,149	132	2,281	22	182.48	10	1,720	185.20
Kans	1	336	21	357	6	28.48	11	355	49.00
, Cal	1	770	89	859	96	65.44	8	553	92.20
J. J	1	1,584	42	1,626	10	129.52	17	1,632	166.90
N. J	2	5,652	376	6,028	3	482.24	10	5,131	650.00
t, R. I	3	3,339	227	3,566	96	277.78	28	1,249	309.60
Mass	1	962	25	987	75	72.56	5	587	71.90
, N. Y	1	1,166	57	1,223	7	97.84	15	1,109	132.80
l	2	296	16	312	13	28.68	35	290	35.10
, Fla	1	683	14	697	11	41.92	19	972	100.70
l	2	5,177	508	5,685	182	440.24	17	4,352	515.00
iboy, N. J	1	746	6	752	7	59.60	10	952	95.20
l	1	517	5	522	4	41.76	18	438	50.60
g, Va	1	2,054	23	2,077	14	166.16	10	1,013	109.00
hia, Pa	76	158,414	72,732	231,146	13,311	18,395.36	26	147,717	21,900.00
Ariz	.....	364	12	376	4	30.08	18	284	29.60
ff, Ark	.....	816	18	834	8	.....	23	602	62.00
lo	1	951	9	960	3	76.80	11	925	103.70
, Pa	31	48,825	34,702	83,527	5,934	6,682.16	27	76,455	9,180.00
, Mass	1	2,629	93	2,722	32	211.68	15	2,118	327.20
Pa	1	938	40	978	8	77.60	9	881	106.30
, N. J	1	3,347	82	3,429	5	269.84	14	2,824	293.10
g, N. Y	1	732	18	750	1	59.92	11	545	59.30
, Mass	1	1,128	34	1,162	25	90.16	14	1,491	173.00
Cal	1	255	7	262	4	20.64	15	568	63.90
Mich	1	496	6	502	25	39.36	7	596	53.70
ter, N. Y	1	877	24	901	282	62.08	14	1,187	114.10
on, Mich	1	1,192	34	1,226	4	97.92	15	819	101.50
is, N. Y	1	699	36	735	.....	25.36	20	824	92.50
Me	5	9,154	1,889	11,043	752	875.36	44	4,954	874.00
Oreg	3	6,263	611	6,874	96	549.36	26	2,384	280.00
th, N. H	1	1,973	38	2,011	71	159.60	10	1,157	220.80
th, Ohio	1	1,049	33	1,082	.....	86.56	16	1,038	114.60
th, Va	2	1,222	31	1,253	1	100.24	11	977	115.80
s, Pa	4	993	11	1,004	1	80.32	10	860	121.80
, Pa	1	1,530	81	1,611	35	128.56	6	1,953	217.40
psie, N. Y	1	4,080	221	4,301	360	312.56	10	4,448	445.00
, N. J	1	2,117	35	2,152	49	165.92	15	2,190	282.80
ce, R. I	12	27,531	5,821	33,352	2,375	2,668.00	17	28,8 0	3,328.20
olo	1	1,586	128	1,714	43	137.12	15	1,322	134.70
l	1	1,893	288	2,181	4	174.40	20	1,071	160.00
lass	1	1,873	224	2,097	1	167.76	18	1,610	181.10
is	1	1,530	147	1,677	5	133.84	10	1,526	250.00
. C	1	2,257	70	2,327	35	185.76	10	1,395	150.00
Pa	2	5,316	379	5,695	205	455.60	10	2,755	510.30
, Minn	1	544	39	583	16	45.36	30	639	63.90
, Ind	1	2,221	132	2,353	6	187.84	13	1,906	260.00
, Va	5	14,287	839	15,126	239	1,194.88	15	9,030	1,060.00
, Cal	.....	348	12	360	26	.....	21	683	85.00
Va	1	1,626	28	1,654	27	132.32	15	1,245	127.30
, Minn	2	312	1	313	2	24.80	9	204	26.00
, N. Y	8	20,743	4,706	25,449	1,224	2,036.92	19	14,946	2,120.00
Ill	1	1,696	115	1,811	.....	144.88	10	1,221	150.30
nd, Ill	1	669	50	719	5	57.12	15	690	74.00
Me	.....	738	30	768	7	.....	24	670	67.00
Conn	1	433	6	439	2	34.96	14	598	59.80
	1	825	13	838	2	66.93	22	695	79.60

No. 18.—*Statement showing the operations of the special-delivery system at all the free-delivery post-offices during the year ending June 30, 1897*—Continued.

Post-office.	Number of messengers employed in special delivery.	Number of special-delivery letters and parcels arriving from other places.	Number of special-delivery letters and parcels deposited for local delivery.	Total special-delivery letters and parcels.	Number of special-delivery letters and parcels that failed of delivery by messengers.	Total amount of compensation to messengers or others for special delivery.	Average time of delivery of special-delivery letters and parcels after their arrival.	Number of special-delivery letters and parcels mailed to other places.	Amount of special-delivery stamps sold.
							Min.		
Mobile, Ala	1	2,932	411	3,343	44	$263.92	20	1,682	$336.10
Moline, Ill	.....	317	23	340	6	.....	17	348	35.10
Monmouth, Ill	.....	435	22	457	.....	3.68	5	495	50.90
Montclair, N. J	1	2,325	114	2,439	.....	195.12	15	2,119	229.40
Montgomery, Ala	1	4,021	58	4,079	13	324.16	10	1,973	208.70
Montpelier, Vt	1	512	15	527	15	40.96	13	486	68.00
Morristown, N. J	1	2,528	103	2,631	178	196.24	30	2,523	229.80
Mount Pleasant, Iowa	1	194	4	198	18	14.56	20	270	27.30
Mount Vernon, N. Y	2	3,077	188	3,265	25	259.20	13	3,345	330.00
Mount Vernon, Ohio	1	497	10	507	2	40.40	10	485	57.40
Muncie, Ind	1	1,738	73	1,811	31	142.64	11	1,266	134.70
Muscatine, Iowa	1	281	14	295	13	20.40	40	271	32.40
Muskegon, Mich	1	693	44	737	10	58.96	8	653	68.70
Nashua, N. H	1	2,382	120	2,502	29	198.24	16	2,223	264.10
Nashville, Tenn	3	11,771	449	12,220	72	973.12	25	5,109	600.20
Natchez, Miss	1	652	11	663	12	52.24	11	531	75.50
Natick, Mass	.....	987	48	1,035	23	.....	10	368	42.60
Nebraska City, Nebr	1	267	16	283	1	22.64	9	260	33.20
Nevada, Mo	.....	258	5	263	12	.....	11	203	21.00
New Albany, Ind	1	948	25	973	8	77.28	16	489	51.50
Newark, N. J	10	24,940	4,327	29,267	615	2,332.56	21	22,840	2,860.00
Newark, N. Y	.....	322	13	335	32	24.88	13	330	34.50
Newark, Ohio	1	1,054	36	1,090	7	87.20	20	1,119	122.50
New Bedford, Mass	2	6,522	648	7,170	37	572.48	15	6,758	750.00
New Brighton, N. Y	1	2,104	39	2,143	9	170.72	13	1,600	198.00
New Britain, Conn	1	2,173	194	2,367	2	189.36	20	2,606	265.00
New Brunswick, N. J	1	2,512	217	2,729	2	218.08	20	2,453	317.20
Newburgh, N. Y	1	2,832	105	2,937	7	234.88	8	3,607	370.00
Newburyport, Mass	1	1,895	134	2,029	34	160.16	14	1,451	215.10
Newcastle, Pa	1	1,889	183	2,072	29	165.36	9	2,303	254.40
New Haven, Conn	10	18,990	2,394	21,384	890	1,710.72	18	20,001	1,974.20
New London, Conn	1	3,272	294	3,566	2	285.28	16	3,967	467.70
New Orleans, La	20	28,674	16,937	45,611	174	3,636.80	37	15,140	2,874.60
Newport, Ky	2	2,019	59	2,078	4	166.24	15	605	92.00
Newport, R. I	2	5,929	584	6,513	273	450.08	12	7,818	883.30
New Rochelle, N. Y	1	2,430	69	2,499	127	189.76	15	2,536	289.60
Newton, Kans	2	235	.....	235	.....	18.80	30	250	25.00
Newton, Mass	2	2,108	95	2,203	7	173.44	13	1,491	177.30
New Whatcom, Wash	.....	111	13	124	2	.....	8	198	23.70
New York, N. Y	242	375,447	240,953	616,400	58,137	48,608.96	30	477,027	58,000.00
Niagara Falls, N. Y	1	2,114	17	2,131	14	125.04	15	3,007	333.00
Norfolk, Va	3	5,640	473	6,113	373	489.04	7	7,181	553.00
Norristown, Pa	2	1,840	47	1,887	.....	150.96	23	1,860	186.00
North Adams, Mass	1	2,072	84	2,156	47	172.22	22	2,854	282.80
Northampton, Mass	1	3,272	254	3,526	.....	282.08	18	3,116	383.80
Norwalk, Conn	2	1,110	68	1,178	3	94.00	20	1,317	147.50
Norwalk, Ohio	1	670	23	693	7	55.12	8	376	38.90
Norwich, Conn	1	2,640	657	3,297	127	263.36	18	3,039	399.20
Norwich, N. Y	1	344	14	358	2	28.64	17	305	32.10
Oakland, Cal	4	9,504	1,935	11,439	44	911.60	23	4,066	817.20
Oakpark, Ill	1	1,023	34	1,057	10	83.76	30	410	50.90
Oberlin, Ohio	1	670	12	682	.....	54.56	12	813	84.70
Ogden, Utah	1	615	24	639	43	50.40	31	394	64.90
Ogdensburg, N. Y	1	585	29	614	17	49.12	8	499	53.00
Oil City, Pa	1	1,186	141	1,327	.....	106.16	10	575	59.40
Oklahoma, Okla	1	367	12	379	11	29.44	10	367	43.80
Olean, N. Y	1	1,064	49	1,113	17	88.40	15	1,016	114.70
Olympia, Wash	1	266	4	270	3	21.60	13	413	39.50
Omaha, Nebr	3	10,423	726	11,149	15	846.72	21	5,717	709.70
Oneida, N. Y	.....	513	10	553	14	16.40	7	441	55.00
Oneonta, N. Y	1	600	46	655	11	51.92	12	466	58.00
Orange, N. J	1	2,938	129	3,067	112	241.52	14	2,446	261.30
Oshkosh, Wis	1	1,619	234	1,853	12	148.08	18	1,029	150.00
Oskaloosa, Iowa	1	446	14	460	9	26.80	21	465	48.00
Oswego, N. Y	1	1,854	80	1,934	23	154.72	12	1,788	185.00
Ottawa, Ill	1	514	26	540	11	40.16	15	528	56.50

Statement showing the operations of the special-delivery system at all ... delivery post-offices during the year ending ... [illegible]

[illegible]

No. 18.—*Statement showing the operations of the special-delivery system at all the free-delivery post-offices during the year ending June 30, 1897*—Continued.

Post-office.	Number of messengers employed in special delivery.	Number of special-delivery letters and parcels arriving from other places.	Number of special-delivery letters and parcels deposited for local delivery.	Total special-delivery letters and parcels.	Number of special-delivery letters and parcels that failed of delivery by messengers.	Total amount of compensation to messengers or others for special delivery.	Average time of delivery of special-delivery letters and parcels after their arrival.	Number of special-delivery letters and parcels mailed to other places.	Amount of special-delivery stamps sold.
							Min.		
Rome, N. Y.	.....	882	15	897	13	.....	11	778	$96.10
Rutland, Vt	1	1,560	62	1,622	7	$129.76	19	1,502	164.00
Sacramento, Cal.	2	5,810	579	6,389	.....	511.12	19	3,993	705.00
Saginaw East Side, Mich.	1	1,960	114	2,074	16	165.60	10	2,010	175.00
Saginaw West Side, Mich.	1	520	36	556	17	44.48	14	282	32.50
St. Albans, Vt.	1	488	19	507	3	40.56	5	542	65.30
St. Cloud, Minn.	1	694	39	733	15	57.52	36	423	70.10
St. Johnsbury, Vt.	1	462	25	487	3	38.96	20	400	42.90
St. Joseph, Mo.	3	6,373	536	6,909	53	550.48	9	2,808	449.00
St. Louis, Mo.	51	40,526	9,063	49,589	3,783	3,067.12	20	25,619	3,785.90
St. Paul, Minn.	9	21,808	7,869	29,677	319	2,372.40	20	8,064	2,306.10
Salem, Mass.	2	4,874	942	5,816	69	462.24	10	4,582	551.40
Salem, Ohio	1	804	23	827	1	66.08	20	817	125.70
Salem, Oreg.	2	474	36	510	10	40.00	19	664	183.30
Salina, Kans.	1	1,050	4	1,054	4	84.32	15	703	80.90
Salt Lake City, Utah.	1	3,932	426	4,358	47	336.16	21	2,263	285.00
San Antonio, Tex.	4	4,846	278	5,124	57	383.44	9	1,779	236.00
San Bernardino, Cal.	.....	426	8	434	7	.....	15	827	92.70
San Diego, Cal.	1	1,731	116	1,847	83	141.04	8	1,179	133.20
Sandusky, Ohio	1	1,468	84	1,552	2	124.16	30	1,196	157.80
San Francisco, Cal.	42	44,881	24,289	69,170	3,797	5,533.60	30	20,830	3,173.50
San Jose, Cal.	1	4,601	162	4,763	31	353.92	22	5,111	567.10
Santa Barbara, Cal.	2	355	34	389	33	30.96	15	666	78.80
Santa Cruz, Cal.	1	729	23	752	19	58.64	8	1,204	142.80
Santa Rosa, Cal.	1	766	44	810	.....	64.80	8	606	91.20
Saratoga Springs, N. Y.	2	3,322	59	3,381	46	250.72	15	3,127	350.00
Savannah, Ga.	1	4,817	286	5,103	37	357.36	10	3,737	394.10
Schenectady, N. Y.	1	2,529	51	2,580	31	203.92	20	2,620	262.00
Scranton, Pa.	2	6,098	1,060	7,158	66	572.08	12	7,705	825.00
Seattle, Wash.	1	3,803	331	4,134	160	238.44	70	1,481	220.30
Sedalia, Mo.	1	1,275	31	1,306	.....	104.48	15	604	90.40
Selma, Ala.	1	821	7	828	3	65.84	24	600	70.40
Seneca Falls, N. Y.	.....	535	18	553	7	.....	11	602	75.20
Shamokin, Pa.	1	644	13	657	11	51.80	78	684	88.70
Sharon, Pa.	2	624	32	656	.....	52.48	14	684	89.00
Sheboygan, Wis.	1	548	22	570	17	45.52	13	905	104.30
Shelbyville, Ind.	1	382	13	395	5	31.20	12	639	64.90
Shenandoah, Pa.	.....	485	11	496	10	.....	7	626	62.60
Sherman, Tex.	.....	539	11	550	27	.....	13	517	54.10
Shreveport, La.	1	906	24	930	13	74.00	29	637	41.60
Sidney, Ohio	1	393	12	405	4	32.40	12	156	16.80
Sing Sing, N. Y.	1	1,032	19	1,051	49	80.24	20	1,264	125.30
Sioux City, Iowa	3	4,052	198	4,250	33	339.44	10	1,802	200.50
Sioux Falls, S. Dak.	1	691	32	723	6	57.76	13	531	56.70
South Bend, Ind.	2	1,665	67	1,732	17	138.56	15	1,563	225.00
South Bethlehem, Pa.	1	1,021	19	1,040	16	81.60	15	916	98.40
South Framingham, Mass.	1	1,110	30	1,140	12	90.08	18	1,174	147.90
South Norwalk, Conn.	1	1,061	74	1,135	.....	90.80	14	1,752	189.00
South Omaha, Nebr.	4	735	11	746	10	56.72	15	1,035	88.90
Spokane, Wash.	1	2,362	214	2,576	146	199.12	17	911	130.00
Springfield, Ill.	1	2,961	296	3,257	147	257.20	12	1,791	270.00
Springfield, Mass.	8	16,266	2,670	18,936	25	1,514.16	23	12,919	1,892.70
Springfield, Mo.	1	1,665	46	1,711	25	136.40	20	846	89.20
Springfield, Ohio	1	3,900	208	4,108	15	324.92	33	2,910	270.60
Stamford, Conn.	1	2,429	283	2,712	76	210.32	17	3,067	335.00
Staunton, Va.	1	1,075	8	1,083	2	86.08	15	860	122.20
Sterling, Ill.	.....	217	9	226	3	.....	14	192	20.40
Steubenville, Ohio	1	1,269	67	1,336	11	106.88	11	1,519	160.40
Stevens Point, Wis.	.....	207	15	222	26	.....	14	316	33.40
Stillwater, Minn.	1	723	10	733	.....	58.64	13	811	81.10
Stockton, Cal.	1	1,727	41	1,768	23	139.68	15	1,737	176.30
Streator, Ill.	1	540	27	567	.....	44.80	12	819	92.00
Syracuse, N. Y.	6	16,435	5,263	21,698	1,757	1,735.84	18	14,525	2,016.00

—*Statement showing the operations of the special-delivery system at all the free-delivery post-offices during the year ending June 30, 1897*—Continued.

ost-office.	Number of messengers employed in special delivery.	Number of special-delivery letters and parcels arriving from other places.	Number of special-delivery letters and parcels deposited for local delivery.	Total special-delivery letters and parcels.	Number of special-delivery letters and parcels that failed of delivery by messengers.	Total amount of compensation to messengers or others for special delivery.	Average time of delivery of special-delivery letters and parcels after their arrival.	Number of special-delivery letters and parcels mailed to other places.	Amount of special-delivery stamps sold.
							Min.		
, Wash	.....	1,558	141	1,699	33	$135.92	18	1,104	$135.00
Fla	1	886	41	927	28	74.00	32	1,140	101.00
, Mass	1	3,637	524	4,161	2	331.60	25	3,836	500.00
Tex	1	484	2	486	6	38.16	21	366	52.60
aute, Ind	2	3,408	316	3,724	10	291.84	11	2,326	326.70
na, Ark	1	643	3	646	20	50.00	8	204	33.00
hio	1	883	24	907	10	72.56	5	473	60.20
le, Pa	1	877	35	912	.....	72.96	10	687	94.70
Ohio	4	15,214	1,681	16,895	76	1,351.60	12	8,287	1,350.00
Kans	1	3,703	123	3,826	41	306.08	15	2,996	342.70
a, Pa	1	458	5	463	19	19.52	13	502	53.80
N. J	3	7,976	241	8,217	6	657.36	10	8,536	895.90
i, Colo	.....	287	3	290	10	2.48	34	113	11.50
Y	4	8,017	688	8,705	.....	696.40	14	6,542	820.00
io	.....	485	10	495	46	.....	8	500	59.00
ex	1	425	20	445	8	35.04	39	366	38.30
Pa	1	541	13	554	.....	44.32	10	547	54.80
wn, Pa	1	969	55	1,024	36	80.16	8	976	140.00
Ill	1	220	5	225	5	9.36	45	175	19.20
Ohio	1	606	7	613	19	49.04	13	605	64.70
Y	2	5,923	236	6,159	67	408.64	15	4,354	540.00
iso, Ind	1	508	46	554	2	44.16	11	411	45.70
rg, Miss	3	1,889	124	2,013	18	161.04	10	1,293	141.70
es, Ind	1	618	28	646	8	51.60	12	736	81.70
d, N. J	1	515	7	522	41	38.64	8	760	74.70
, Ind	1	503	35	538	.....	43.04	11	512	51.80
ex	1	1,950	60	2,010	23	158.96	15	1,083	110.00
d, Mass	1	974	66	1,040	3	82.80	14	784	78.80
Valla, Wash	.....	171	3	174	2	.....	11	187	19.00
n, Mass	1	3,352	120	3,472	101	269.68	20	2,662	254.80
, Ohio	1	963	29	992	.....	79.36	23	1,156	138.20
Pa	1	1,043	34	1,077	16	1.84	10	550	60.20
gton, D. C	35	78,678	33,845	112,523	1,331	8,999.84	18	54,578	10,450.00
gton, N. J	1	259	2	261	.....	20.88	12	222	23.30
gton, Pa	1	1,865	200	2,065	11	164.32	14	2,380	245.30
gton C. H.,	1	627	10	637	5	44.40	9	955	95.50
ury, Conn	1	3,854	140	3,994	42	318.16	29	4,396	490.10
o, Iowa	1	589	21	610	15	47.60	12	494	56.40
wn, N. Y	1	1,714	104	1,818	27	143.28	15	1,092	145.00
wn, Wis	1	291	19	310	11	24.08	11	368	39.00
ille, Me	1	622	116	738	3	58.80	9	914	103.00
gan, Ill	1	546	11	557	.....	44.56	10	814	81.40
ha, Wis	1	512	7	519	14	41.52	16	655	105.00
, Wis	1	266	6	272	2	21.76	11	240	24.00
, N. Y	1	287	17	304	2	24.32	5	437	45.20
ay City, Mich	1	273	3	276	3	21.36	29	196	18.10
hester, Pa	1	1,518	33	1,551	44	120.56	9	1,383	147.10
y, R. I	.....	949	26	975	7	.....	23	1,026	128.30
ld, Mass	2	1,727	117	1,844	20	144.06	9	1,835	235.00
ew Brighton,	2	974	22	996	58	72.48	18	729	65.50
perior, Wis	1	1,033	56	1,089	14	86.64	14	822	87.80
roy, N. Y	1	607	9	616	.....	49.28	20	252	26.10
g, W. Va	1	5,178	404	5,582	41	446.56	10	4,453	570.00
, Kans	1	2,510	166	2,676	19	214.08	10	1,034	120.00
arre, Pa	1	3,810	178	3,988	59	317.96	9	4,677	329.10
sport, Pa	1	2,859	148	3,007	108	239.56	11	1,920	260.00
ntic, Conn	1	817	42	859	11	68.72	20	926	106.20
gton, Del	2	6,290	244	6,534	33	522.72	20	6,607	714.20
gton, N. C	2	2,048	53	2,101	22	168.08	12	1,577	185.30
ster, Mass	1	1,586	120	1,706	23	134.56	10	937	153.80
, Kans	3	339	6	345	5	27.28	32	297	28.90
, Minn	1	974	91	1,065	12	85.12	16	703	90.50
, N. C	.....	393	9	402	26	.....	15	377	37.70
, Mass	1	1,397	185	1,582	17	125.20	20	1,003	111.10

No. 18.—*Statement showing the operations of the special-delivery system at all the free-delivery post-offices during the year ending June 30, 1897*—Continued.

Post-office.	Number of messengers employed in special delivery.	Number of special-delivery letters and parcels arriving from other places.	Number of special-delivery letters and parcels deposited for local delivery.	Total special-delivery letters and parcels.	Number of special-delivery letters and parcels that failed of delivery by messengers.	Total amount of compensation to messengers or others for special delivery.	Average time of delivery of special-delivery letters and parcels after their arrival.	Number of special-delivery letters and parcels mailed to other places.	Amount of special-delivery stamps sold.
							Min.		
Woonsocket, R. I.....	1	1,618	75	1,693	3	$134.08	25	1,614	$160.50
Wooster, Ohio.....	1	634	36	670	14	52.72	13	731	73.50
Worcester, Mass.....	10	21,394	7,649	29,043	1,096	2,315.28	20	19,268	2,945.00
Xenia, Ohio.....	1	719	12	731	7	56.48	29	803	85.50
Yankton, S. Dak.....	1	374	.....	374	11	28.56	13	93	9.30
Yonkers, N. Y.....	8	5,088	220	5,308	258	403.30	20	3,532	540.00
York, Pa.....	1	2,436	126	2,562	21	204.80	15	2,420	288.00
Youngstown, Ohio...	1	2,967	328	3,295	.....	263.60	15	2,660	381.00
Ypsilanti, Mich.....	1	606	16	622	24	47.68	15	644	75.70
Zanesville, Ohio.....	1	2,748	234	2,982	12	238.56	15	2,000	223.40
Total.....	1,846	2,865,293	764,558	3,629,851	177,785	285,375.94	17	2,446,211	329,831.60

No. 19.—*Contract for furnishing postal cards during the four years beginning December 1, 1897.*

This contract, made this 21st day of September, A. D. one thousand eight hundred and ninety-seven, and executed in duplicate, between the United States of America, acting by James A. Gary, Postmaster-General, of the first part, and Albert Daggett, of Washington, D. C., as principal, and the Fidelity and Deposit Company of Maryland, a corporation of Maryland, of Baltimore, Maryland, as surety, of the second part, witnesseth:

Whereas the Postmaster-General, in compliance with law, caused an advertisement, dated July 8, 1897, to be published in certain newspapers in the United States, inviting proposals for furnishing all the postal cards that the Department might call for during a period of four years beginning December 1, 1897, a printed copy of which advertisement, together with the specifications therein referred to, is hereto annexed and made part hereof, as follows:

"PROPOSALS FOR FURNISHING POSTAL CARDS.

"ADVERTISEMENT.

"POST-OFFICE DEPARTMENT,
"*Washington, D. C., July 8, 1897.*

"Sealed proposals will be received at this Department until 12 m. on Wednesday, the 18th day of August, 1897, for furnishing all the postal cards which the Department may call for during a period of four years beginning December 1st, 1897.

"Blank forms of bids, with samples of the Department's standard of paper and full specifications, will be furnished upon application to the Third Assistant Postmaster-General, Washington, D. C.

"JAMES A. GARY, *Postmaster-General.*

"*Specifications.—Furnishing postal cards.*

"SIZES AND STYLES.

"Bids are invited, first, for cards of paper to be made according to the present contract standard, samples of which may be obtained from the Department, of the following sizes and weights:

"1. Single card, large size, measuring 3½ by 5½ inches, and weighing 6 pounds 3 ounces a thousand cards. (Of this card there will be two designs, one for use in the domestic mails and the other for international mails.)

"2. Double or reply card, measuring 5¼ by 6¼ inches, and weighing 12 pounds 6 ounces a thousand cards. (Of this card there will also be two designs, a domestic and a foreign one.)

"3. Single card, small size, measuring 2⅛ by 4⅛ inches, and weighing 5 pounds a thousand cards.

"*These three items will comprehend proposal first.*

"Bids are also invited for cards of these same sizes and weights, but to be made of paper according to samples submitted by bidders, *constituting Proposal Second.* Under this proposal as many different kinds of paper as bidders may desire to submit will be received and considered; but of each kind at least 25 samples, cut to the several sizes of cards as described, must accompany the bid, together with several whole sheets of the paper; and the formula from which the paper is made—that is to say, its constituents, their proportions, and the exact process of manufacture—must be disclosed.

"After a careful consideration of all the bids, the Postmaster-General will determine whether to award the contract on the Department sample or upon some sample to be submitted by bidders.

"COLOR AND QUALITY OF PAPER, ETC.

"If the contract should be awarded upon the Department sample, the paper must be made of 69 per cent of sulphite-bleached spruce fiber, of 22 per cent of soda chemical poplar fiber, bleached, and of 9 per cent of English clay. It must be clean and free from imperfections, run and calendered to a uniform thickness and weight, finished on both sides suitable for writing with ink and pencil, and the same in color, quality, tensile strength, weight, finish, and all other respects as the standard.

"If the contract is awarded upon some sample submitted by a bidder, the paper must be made according to the disclosed formula, must conform to the sample submitted, and must possess all the other qualities given above in reference to the Department's own standard.

"In no case must there be a water finish to the paper.

"The right is reserved to the Postmaster-General to change the color of the paper of either of the cards at any time during the existence of the contract; but in any such change as he may see fit to make no more expensive color shall be selected than that in the contract standard, unless the contractor shall be compensated therefor; and if a less expensive color be selected, credit shall be taken by the Department in the settlement of accounts for the difference in cost. The Postmaster-General also reserves the right to increase or diminish the standard weight of either card at any time during the contract term, upon the condition that he shall pay the contractor a proportionate increase or decrease of price, to be determined upon the actual cost to the contractor of the paper in use at the time of the change. All the paper furnished or used shall be subject, both before and after being printed, to the supervision and approval of the Postmaster-General or his duly authorized agent. The amount of difference in cost involved by changes in the color or weight of the paper shall be determined by the Postmaster-General, and the allowance or deduction is to be made at his discretion.

"PRINTING, DIES, ROLLS, AND PLATES.

"The single cards must be surface printed on one side only from hardened steel plates, and with ink of such quality and color as may from time to time be approved by the Postmaster-General. The use of aniline inks will not be allowed. The double or reply cards will be required to be similarly printed, but on both sides of the paper, and with a border, the design to be selected by the Postmaster-General.

"The dies and rolls required to produce the working plates from which the cards are to be printed will be furnished by and wholly at the expense of the Government, and from such designs as the Postmaster-General may see fit to adopt; but all the necessary working plates must be furnished, kept in repair, and renewed at the cost of the contractor; and any expense which the Government may incur in connection therewith shall be charged to him, and deducted in the settlement of accounts for cards furnished. All such plates made or used at any time during the contract term shall immediately become the property of the United States, and shall be turned over to the Postmaster-General or his duly authorized agent whenever demanded. The Postmaster-General may require the contractor to have all the working plates made by the Bureau of Engraving and Printing of the Treasury Department, but should it become necessary or expedient to turn over to him the dies and rolls for the preparation of working plates at some other establishment, he shall be held responsible for their safe custody and proper use, and shall return them whenever demanded by the Postmaster-General or his agent. A sufficient supply of working plates will be provided in time to properly begin work under the contract, subject to the provisions above.

"The Postmaster-General reserves the right to change the design or designs of the cards at any time during the existence of the contract under the foregoing conditions.

"The cards as they are manufactured shall be subject in every respect to the approval of the Postmaster-General or his duly authorized agent, and his right of rejection shall be absolute and final.

"All spoiled cards shall be destroyed by the agent of the Department in the presence of the contractor or his representative, or otherwise disposed of as the Postmaster-General may direct. Payment will not be made for cards spoiled in the process of manufacture or rejected upon inspection.

"BUILDING, PLACE OF MANUFACTURE, ETC.

"The postal cards will be required to be manufactured in a strictly first-class building of such construction as to give security against loss by fire or theft, and in apartments separate and distinct from those in which any other work is done; and the premises shall be fitted up with a fire and burglar proof safe or vault, to be specially provided for storing the finished cards; the said building, apartments, and safe or vault to be subject to the approval of the Postmaster-General or his duly authorized agent. Special provision will also be made by the contractor for the safe-keeping on the premises of the cards while in course of preparation, under such regulations as may be prescribed by the Postmaster-General or his duly authorized agent, and subject to his approval.

"AGENT—OFFICE ROOMS—INSPECTION.

"A resident agent and inspector of the Department will have supervision of the manufacture, storage, and issue of the cards, and he shall at all times have full and free access to the apartments and vaults where they are manufactured and stored, for the purpose of inspecting them. The contractor shall furnish the resident agent of the Department and his clerks suitable and properly furnished office rooms, connected with the premises on which the cards are manufactured, for the transaction of the business of the agency, without cost to the Government. The contractor may also be required to furnish, without charge, suitable and properly furnished rooms for the use of the post-office in registering and mailing packages of postal cards to be forwarded through the mails. The apartments, safe, or vault, and rooms for manufacturing, storing, and registering cards, shall be immediately connected with one another by communicating doors, all of which shall be constructed and fitted up to the satisfaction and with the approval of the Postmaster-General, or his duly authorized agent.

"The Postmaster-General shall also have the right to cause inspection to be made at any time, by any agent or agents whom he may specially designate for the purpose, of the rooms, apartments, and vaults used for the manufacture and storage of cards and of the cards in course of manufacture or in stock.

"The contractor, his employees, and agents shall conform to such regulations as the Department may from time to time adopt for the security of the Government. These regulations may comprehend, if deemed expedient, the consignment by the contractor to the Department's agent of all paper to be used in the manufacture of cards, the count and issue of it by him to the contractor's employees as it shall be needed for printing, and a strict accountability for the paper so issued and its card product.

"STOCK ON HAND.

"The contractor shall at all times keep on hand a stock of finished cards sufficient to promptly meet all orders of the Department, and to provide against any and all contingencies that may be likely to occur during the existence of the contract; and these cards shall be held subject to the control of the Postmaster-General or his duly authorized agent or agents. And the Postmaster-General shall have the right to require of the contractor, at any time during the existence of the contract, to provide an extra quantity of cards, not exceeding a supply for three months.

"The Postmaster-General reserves the right to impose a fine upon the contractor, in such sum as he may deem proper, to be deducted in the settlement of accounts, for the failure to have on hand at any time a sufficient supply of cards with which to promptly meet all just requirements of the Department; also the right to fine the contractor, in the same way, for errors made in the count of cards, whereby either a greater or less number, or a greater or less value, of cards, is issued than called for on the orders of the Department.

"In the event that the exigencies of the public service shall require the acceptance by the Department of any cards which, in the opinion of the Postmaster-General or of his duly authorized agent, are inferior in any respect to the requirements of the

contract, the right is reserved to the Postmaster-General absolutely to fix the price thereof, and to pay for such inferior cards any compensation less than the regular price fixed by the contract that may seem to him just and reasonable under all the circumstances, which shall be a complete discharge of all liability on the part of the Government for such cards.

"PACKING.

"The cards must be banded in parcels of twenty-five (25), and packed in strong pasteboard or straw boxes bound on the corners and edges with cotton cloth, or of such other construction as shall be approved by the Postmaster-General; each box to contain not less than five hundred (500) of the single cards, or two hundred and fifty (250) of the double or reply cards. When 2,000 cards or less are required to fill the order of a postmaster, the boxes shall be wrapped in one package, securely fastened, in strong manila paper, and sealed so as to safely bear transportation by mail; and when more than 2,000 cards are required, the pasteboard or straw boxes containing them must be packed in strong wooden cases well strapped with hoop iron; but no case shall contain more than 25,000 cards.

"The cases shall be addressed by the contractor under the direction of an agent of the Department. The labels for packages are to be prepared by the agent, but attached by the contractor. The cotton cloth required, as above, to be put on the corners and edges of boxes, may be omitted when the cards are to be shipped in wooden cases. When, however, cards are required to be sent to any of the Department's distributing subagencies, they shall all be put up in wooden cases of such sizes, and containing such proportions of wrapped packages, and with such cloth-bound boxes, as may be indicated by the Department when the orders for the cards are given.

"Whenever required by the Department, cards shall be delivered in sheets—no order, however, to be for less than 10,000 cards; and in every such case the contractor shall put them up in suitable wooden cases without extra cost to the Department.

"All address labels and other official blanks required for use in the fulfillment of the contract, will be furnished by the Department.

"STOCK ON HAND AT EXPIRATION OF CONTRACT.

"The Department will, upon satisfactory inspection, accept and pay for, at the regular contract prices, the stock of postal cards that may remain on hand at the close of the contract term; and the contractor may be required, at the discretion of the Postmaster-General, to continue the issue of such cards until they shall be exhausted, subject to all the conditions prevailing while the contract is in force; but provided that such stock shall not exceed the average supply for a period of one month. Any surplus over that quantity may be destroyed at the discretion of the Postmaster-General, without compensation therefor to the contractor. The right is also reserved to the Postmaster-General to authorize the issue by the present contractor of such cards as may remain in his hands at the close of his contract term (November 30, 1897), and the new contractor shall not be entitled to compensation for damages on account of such issues.

"DELIVERY.

"The contractor must be ready to commence the delivery of the cards on the first day of December, 1897, when the contract term begins; and thereafter they must be promptly furnished and delivered, complete in all respects, in such quantities as may be required to fill the daily orders of the Department. The cards may be required to be delivered in separate packages, as above provided for, at the post-office or the agency at the place where they are manufactured, or at the nearest adjacent large post-office with adequate facilities for handling and mailing them, or into a railway post-office or freight car on a railroad, in the discretion of the Postmaster-General.

"REPORTS.

"The contractor will be required to report weekly, or at other stated periods, under oath, and in such manner and form as may be prescribed by the Postmaster-General, the number and kind of cards manufactured (finished, unfinished, and spoiled), the number issued, and the number available for issue.

"SCOPE OF BIDS—AWARD.

"Bids must be made upon the blank form, copy of which is hereto annexed. The contract will be awarded as a whole, for both sizes of single cards, and for the double cards, as hereinbefore described, and every bidder should therefore include them all in his proposal.

"But the Postmaster-General may make the award upon a proposal comprehending paper of a sample to be submitted by the bidder—the arrangement in the blank form of bid herewith, under the designations Proposals First and Second, being intended to give him this option.

"The prices bid will include the furnishing of paper and materials entering into the manufacture, packing, and delivery of the cards, and the doing of all other things required by these specifications.

"It is estimated that during the four years of the contract the following numbers of each kind of card will be issued; and for the purpose of determining the amount of the several proposals to be submitted, calculation will be made on these numbers at the prices bid, and the results aggregated, namely:

Number of single cards, large size, estimated for use during four years of contract (of which say 2,000,000 will be of the international kind)	1,800,000,000
Number of double, or reply, cards estimated for use during four years of contract (of which 25,000 will be of the international kind)	20,000,000
Number of single cards, small size, estimated for use during four years of contract (for domestic mails only)	250,000,000

"These figures are not intended to show the number or the proportion of cards to be actually required. It is to be distinctly understood that the contractor must furnish as many cards of the several kinds described as the Department shall call for during the period of the contract, whether more or less than is shown by the above estimates.

"To give bidders additional information as to the number of cards that may be called for, the following statement is made, showing the number of the several kinds now in use issued during the year ending June 30, 1897:

Single cards,	domestic	517,700,500
"	international	433,250
Double cards,	domestic	5,477,500
"	international	7,000

"PROPOSALS—AGREEMENT—BOND.

"Each proposal must be signed by the individual or partnership making it, and when made by a partnership the name of each partner thereof must be disclosed; and it must be accompanied with a guaranty, signed by at least two responsible guarantors, that the bidder shall, within ten days after being called upon to do so, execute a contract, with at least two good and sufficient sureties of the character and to be certified as hereinafter required, to furnish promptly, and in quantities as ordered, the article or articles to be furnished by him, and faithfully and diligently to keep, perform, and abide by each and every of the requirements, provisions, and terms of such contract, and these specifications to be thereto annexed, the responsibility and sufficiency of the signers to such guaranty to be certified to by the postmaster or United States attorney where the bidder resides; and by such contract the contractor and his sureties shall covenant and agree that in case the said contractor shall fail to do or perform all or any of the covenants, stipulations, and agreements of said contract on the part of the said contractor to be performed, as therein set forth, the said contractor and his sureties shall forfeit and pay to the United States of America the sum of one hundred thousand dollars, for which forfeiture the said contractor and his sureties shall be jointly and severally liable, as fixed, settled, and liquidated damages, and not as a penalty, to be sued for in the name of the United States. Such sureties shall justify their responsibility by affidavit, showing that they altogether own and possess property of the clear value in the aggregate of $200,000 over and above all debts and liabilities and all property by law exempt from execution, to be sworn to before a district or circuit judge of the United States, and to be approved by him.

"If the bidder to whom the first award may be made should fail to enter into contract, as herein provided, then the award may be annulled and the contract let to the next lowest responsible bidder, if not deemed too high by the Postmaster-General, and so on until the required contract is executed; and such next lowest bidder shall be required to fulfill every stipulation embraced herein as if he were the original party to whom the contract was awarded.

"The contract will also provide that if at any time during its continuance the sureties, or either of them, shall die or become irresponsible, the Postmaster-General shall have the right to require additional and sufficient sureties, which the contractor shall furnish to the acceptance of the Postmaster-General within ten days after notice, and in default thereof the contract may be annulled.

"RESERVATIONS.

"The Postmaster-General reserves the right to reject any or all bids if, in his judgment, the interest of the Government shall require it; also the right to annul the contract when made if, in his opinion, there shall be a failure to perform faithfully any of its stipulations, or in case of a willful attempt to impose upon the Department cards inferior to those required.

"PAYMENTS.

"Payments for cards actually issued and delivered will be made monthly, after proper examination and adjustment of accounts.

"Payments may be withheld by the Postmaster-General if it shall appear to his satisfaction that the contract has not been complied with in any particular.

"CONTRACT NOT ASSIGNABLE.

"The contract can not in any case be lawfully transferred or assigned.

"EXTENSION.

"Should the interest of the Government require, the contract may be extended beyond the time named in the advertisement, not exceeding three months, by order of the Postmaster-General, and the contract prices and all conditions herein set forth shall govern in such extended contract.

"ADDRESS OF PROPOSALS.

"All proposals must be made on the blank form hereto annexed, securely enveloped and sealed, indorsed 'Proposals for furnishing postal cards,' and addressed to the Third Assistant Postmaster-General, Washington, D. C.

"JAMES A. GARY, *Postmaster-General.*

"POST OFFICE DEPARTMENT,
"*Washington, D. C., July 8, 1897.*"

And whereas on the 18th day of August, 1897, between the hours of 12 m. and 1 p. m., upon the public opening and examination of the proposals submitted under said advertisement, it appeared that a proposal submitted by the said Albert Daggett was the lowest, his bid comprehending the single (large and small sizes) and double or reply postal cards as called for, made of paper according to a standard designated in the proposal and specifications as departmental sample;

And whereas the Postmaster-General, by an order dated September 13, 1897, decided to award the contract for furnishing the cards, under the said proposal, to the said Albert Daggett, the order being in the following words:

"Order No. 513:

"It is hereby ordered that the contract for furnishing the Post-Office Department with postal cards during the four years beginning December 1, 1897, be awarded to Albert Daggett, of Washington, D. C., on the terms and conditions comprehended in proposal 1st of the bid submitted by him under the advertisement and specifications of the Department of July 8, 1897, the kinds of cards and the prices thereof being as follows:

"For single cards, large size, 3½ by 5½ inches, to be made of paper according to the departmental sample, twenty-three and ninety-five one hundredths ($23\frac{95}{100}$) cents a thousand cards.

"For single cards, small size, $2\frac{14}{16}$ by $4\frac{14}{16}$ inches, to be made of paper according to the departmental sample, twenty (20) cents a thousand cards.

"For double or reply cards, 5½ by 6½ inches, to be made of paper according to the departmental sample, forty-seven (47) cents a thousand double cards.

"The paper of said cards to be manufactured at Piedmont, West Virginia, or such other place or places as may be designated by the Postmaster-General.

"JAS. A. GARY,
"*Postmaster-General.*"

Now, therefore, in consideration of the premises, and of the stipulations hereinafter set forth, the said Albert Daggett, contractor, and his surety, parties of the second part, do hereby jointly and severally undertake, covenant, and agree to and with the United States of America, and do bind themselves, in manner and to the effect following, that is to say:

First. That the said contractor shall furnish and deliver promptly, and in quantities as ordered, and subject to the approval of the Postmaster-General in all respects, all the postal cards, both single and double or reply, that the Post-Office Department may call for during four years beginning December 1, 1897.

Second. That the dimensions, weights, and colors of the cards shall be as follows:

Single cards, large size, 3½ by 5½ inches; weight, 6 pounds 3 ounces a thousand cards; color, same as the sample hereto attached, designated Departmental sample.

Single cards, small size, 2⅛ by 4⅛ inches; weight, 5 pounds a thousand cards; color, same as the sample hereto attached, designated Departmental sample.

Double or reply cards, size 5½ by 6¼ inches; weight, 12 pounds 6 ounces a thousand double cards; the color of such of the cards as are for use in the domestic mails (commonly known as domestic reply cards) will be that of Departmental sample, but for such as are for use in mails to foreign countries (usually known as international reply cards) the color will be pearl gray, such as is shown in the sample card hereto attached.

Third. That the paper from which the cards are to be made shall be clean and free from imperfections, run and calendered to a uniform weight and thickness, finished on both sides suitable for printing and for writing with ink and pencil, and equal in quality, tensile strength, weight, finish, and all other respects to the Department's standard, a sample of which, designated Departmental sample, is hereto attached, and, as provided by the aforesaid specifications, manufactured at Piedmont, West Virginia, at the mills of the West Virginia Paper Company, or at such other place or places as the Postmaster-General may designate; and that a resident agent or inspector of the Department shall at all times have full and free access for inspecting the manufacture of said paper from commencement to finish.

The right is reserved to the Postmaster-General to change the color of the paper of any of the cards at any time during the existence of the contract; but in any such change as he may see fit to make no more expensive color shall be selected than that in the contract standard, unless the contractor shall be compensated therefor; and if a less expensive color be selected, credit shall be taken by the Department in the settlement of accounts for the difference in cost. The Postmaster-General also reserves the right to increase or diminish the standard weight of any of the cards at any time during the contract term, upon the condition that he shall pay the contractor a proportionate increase or decrease of price, to be determined upon the actual cost to the contractor of the paper in use at the time of the change. All the paper furnished or used shall be subject, either before or after being printed, to the supervision and approval of the Postmaster-General, or his duly authorized agent. The amount of difference in cost involved by changes in the color or weight of the paper shall be determined by the Postmaster-General, and the allowance or deduction made at his discretion.

Fourth. That the single cards shall be surface printed on one side only, from hardened steel plates, and with ink of such quality and colors as may from time to time be approved by the Postmaster-General, the use of aniline inks, however, not being allowable; that the double or reply cards (of which there will be two designs, one for use in the domestic mails and the other for use in the international mails) shall be similarly printed, but on both sides of the paper, with a border, and also with a deeply indented dotted line, equidistant from the two sides of the card, similar to that shown in the specimen hereto attached, so as to assist users of the cards in folding them or in tearing them apart; that all the necessary working plates for printing the cards shall be furnished, kept in repair, and renewed at the cost of the contractor, but from dies and rolls furnished at the cost of the Government; that any expense which the Government may incur in furnishing plates or in renewing or repairing them, if such a thing should be found expedient, shall be charged to the contractor, and deducted in the settlement of accounts for cards furnished; that all such plates made or used at any time during the contract term shall immediately become the property of the United States, and shall be turned over to the Postmaster-General or his duly authorized agent whenever demanded; that should it become necessary or expedient, in the opinion of the Postmaster-General, to turn over to the contractor the dies and rolls for the preparation of working plates, he shall be held responsible for their safe custody and proper use, and shall return them whenever demanded by the Postmaster-General or his agent.

It is to be understood that a sufficient supply of working plates will be provided by the Department in time to properly begin work under the contract, which are, however, to be paid for by the contractor; also that the Postmaster-General reserves the right to change the design or designs of the cards at any time during the existence of the contract under the foregoing conditions; that the cards as they are manufactured shall be subject in every respect to the approval of the Postmaster-General or his duly authorized agent, and that his right of rejection shall be absolute and final; that all spoiled cards shall be destroyed by the agent of the Department in the presence of the contractor or his representative, or otherwise disposed of as the Postmaster-General may direct, and that payment will not be made for cards spoiled in the process of manufacture or rejected upon inspection.

Fifth. That the postal cards shall be manufactured in a strictly first-class building of such construction as to give security against loss by fire or theft, and in apart-

ments separate and distinct from those in which any other work is done; that the premises shall be fitted up with a fireproof safe or vault, to be specially provided for storing the finished cards; that the said building, apartments, and safe or vault shall be subject to the approval of the Postmaster-General or his duly authorized agent, and that special provision shall be made by the contractor for the safe-keeping on the premises of the cards while in course of preparation, under such regulations as may be prescribed by the Postmaster-General or his duly authorized agent, and subject to his approval.

Sixth. That the contractor shall furnish the resident agent of the Department and his clerks suitable and properly furnished office rooms, connected with the premises on which the cards are manufactured, for the transaction of the business of the agency, without cost to the Government; that he shall, if required by the Department, furnish, without charge, suitable and properly furnished rooms for the use of the post-office in registering and mailing packages of postal cards to be forwarded through the mails; that the apartments, safe, or vault, and rooms for manufacturing, storing, and registering cards shall be immediately connected with one another by communicating doors, all of which shall be constructed and fitted up to the satisfaction and with the approval of the Postmaster-General or his duly authorized agent, and that the contractor, his employés, and agents shall conform to such regulations as the Department may from time to time adopt for the security of the Government, which regulations may comprehend, if deemed expedient, the consignment by the contractor to the Department's agent of all paper to be used in the manufacture of cards, the count and issue of it by him to the contractor's employés as it shall be needed for printing, and a strict accountability for the paper so issued and its card product.

Seventh. That the contractor shall at all times keep on hand a stock of finished cards sufficient to promptly meet all orders of the Department, and to provide against any and all contingencies that may be likely to occur during the existence of the contract; that these cards shall be held subject to the control of the Postmaster-General or his duly authorized agent or agents, and that the Postmaster-General shall have the right to require the contractor, at any time during the existence of the contract, to provide an extra quantity of cards, not exceeding a supply for three months.

Eighth. That the cards shall be banded in parcels of twenty-five, and packed in strong pasteboard or straw boxes bound on the corners and edges with cotton cloth, or of such other construction as shall be approved by the Postmaster-General, each box to contain not less than five hundred of the single cards or two hundred and fifty of the double or reply cards; that when 2,000 cards or less are required to fill the order of a postmaster the boxes shall be wrapped in one package, securely fastened, in strong manila paper, and sealed so as to safely bear transportation by mail; that when more than 2,000 cards are required the pasteboard or straw boxes containing them shall be packed in strong wooden cases well strapped with hoop iron; that no case shall contain more than 25,000 cards; that the cases shall be addressed by the contractor under the direction of an agent of the Department; that the labels for packages, to be prepared by the agent, shall be attached by the contractor.

It is to be understood that the cotton cloth required, as above, to be put on the corners and edges of boxes may be omitted when the cards are to be shipped in wooden cases; but when cards are required to be sent to any of the Department's distributing subagencies they shall all be put up in wooden cases of such sizes, and containing such proportions of wrapped packages, and with such cloth-bound boxes, as may be indicated by the Department when the orders for the cards are given. It is also to be understood that whenever required by the Department cards shall be delivered in sheets—no order, however, to be for less than 10,000 cards—and that in every such case the contractor shall put them up in suitable wooden cases without extra cost to the Department; also that all address labels and other official blanks required for use in the fulfillment of the contract will be furnished by the Department.

Ninth. That the contractor shall be ready to begin the delivery of the cards on the 1st day of December, 1897, when the contract term begins; that thereafter they shall be promptly furnished and delivered, complete in all respects, in such quantities as may be required to fill the daily orders of the Department, and that the cards shall be delivered in separate packages, as above provided for, at the post-office or the agency at the place where they are manufactured, or at the nearest adjacent large post-office with adequate facilities for handling and mailing them, or in a railway post-office, in the discretion of the Postmaster-General—it being understood that in no event shall the Department become liable for arbitrary or separate transportation charges that may be incurred for the carriage of the cards from the place where they may be manufactured to the main line of railroad on which the railway post-office is being operated.

Tenth. That the contractor shall receive and store such of the two-cent international postal cards now belonging to the Government, and stored in the vault at the postal-card factory at Castleton, N. Y., as shall remain on hand when the contract term begins, and shall issue them as required, without cost to the Government for wrapping, packing, and handling.

Eleventh. That the contractor shall report weekly, or at other stated periods, under oath, and in such manner and form as may be prescribed by the Postmaster-General, the number and kind of cards manufactured (finished, unfinished, and spoiled), the number issued, and the number available for issue.

And the said party of the first part hereby contracts and agrees:

First. To pay the said contractor for the postal cards manufactured and delivered in pursuance of this contract at the following rates:

For single cards (large size), 3¼ by 5½ inches, twenty-three and ninety-five hundredths cents (23.95) a thousand cards. For the single card (small size), 2⅛ by 4⅛ inches, twenty (20) cents per one thousand cards.

For double or reply cards, 5½ by 6½ inches, forty-seven (47) cents a thousand cards. And payments at these prices shall be full compensation for everything required to be done or furnished, as herein set forth; payments to be made monthly after proper examination and verification of accounts.

Second. To deliver to the contractor a sufficient supply of working plates for printing the cards in time to properly begin work under this contract, the said plates to be paid for by the contractor, as hereinbefore specified.

It is further stipulated by and between the contracting parties as follows:

1. That a resident agent and inspector of the Department shall have supervision of the manufacture, storage, and issue of the cards, and that he shall at all times have full and free access to the apartments and vaults where they are manufactured and stored for the purpose of inspecting them.

2. That the Postmaster-General shall have the right to cause inspection to be made at any time, by any agent or agents whom he may specially designate for the purpose, of the rooms, apartments, and vaults used for the manufacture and storage of cards, and of the cards in course of manufacture or in stock.

3. That the Postmaster-General reserves the right to impose a fine upon the contractor, in such sum as he may deem proper, to be deducted in the settlement of accounts, for the failure to have on hand at any time a sufficient supply of cards with which to promptly meet all just requirements of the Department; also, the right to fine the contractor, in the same way, for errors made in the count of cards, whereby either a greater or less number, or a greater or less value, of cards is issued than called for on the orders of the Department. And in the event that the exigencies of the public service shall require the acceptance by the Department of any cards which, in the opinion of the Postmaster-General or of his duly authorized agent, are inferior in any respect to the requirements of the contract, the right is reserved to the Postmaster-General absolutely to fix the price thereof and to pay for such inferior cards any compensation less than the regular price fixed by the contract that may seem to him just and reasonable under all the circumstances, which shall be a complete discharge of all liability on the part of the Government for such cards.

4. That the Department will, upon satisfactory inspection, accept and pay for, at the regular contract prices, the stock of postal cards that may remain on hand at the close of the contract term; and the contractor may be required, at the discretion of the Postmaster-General, to continue the issue of such cards until they shall be exhausted, subject to all the conditions prevailing while the contract is in force; but provided that such stock shall not exceed the average supply for the period of one month, and any surplus over that quantity may be destroyed, at the discretion of the Postmaster-General, without compensation therefor to the contractor. The right is also reserved to the Postmaster-General to authorize the issue by the present contractor of such cards as may remain in his hands at the close of his contract term (November 30, 1897), and the new contractor shall not be entitled to compensation for damages on account of such issues.

5. That if at any time during the continuance of this contract the surety shall become irresponsible, the Postmaster-General shall have the right to require additional and sufficient sureties, which the contractor shall furnish to the acceptance of the Postmaster-General within ten days after notice; and in default thereof the contract may be annulled.

6. That payments for cards furnished may be withheld by the Postmaster-General if it shall appear to his satisfaction that this contract has not been complied with in any particular.

7. That in case of failure of the contractor to furnish promptly and in quantities as ordered the postal cards to be furnished under this contract, and faithfully and diligently to keep, perform, and abide by each and every of its requirements, provisions, and terms, and of the specifications hereto annexed and made part hereof, the said contractor and his surety shall forfeit and pay to the United States of America the sum of one hundred thousand dollars, for which said forfeiture the said contractor and his surety shall be jointly and severally liable, as fixed, settled, and

liquidated damages, and not as a penalty to be sued for in the name of the United States.

8. That in addition to the forfeiture covenanted and agreed to in the foregoing paragraph, the Postmaster-General shall have the right to annul this contract if, in his opinion, there shall be a failure at any time to perform faithfully any of its stipulations, or in case of any attempt to impose upon the Department cards inferior to those required by the contract.

9. That this contract shall not in any case be transferred or assigned.

10. That should the interest of the Government require it, this contract may be extended beyond the time hereinbefore provided for its duration, not exceeding three months, by order of the Postmaster-General, and the contract prices and all conditions herein set forth shall govern in such extended contract.

11. That no Member of or Delegate to Congress shall be admitted to any share or part of this contract, as provided by sections 3739, 3740, and 3741 of the Revised Statutes of the United States; and each and all of the provisions in such sections shall be deemed a part of this contract.

And for the faithful performance of this contract, and each and every of its covenants, stipulations, and agreements on their part to be performed, the said parties of the second part do hereby bind themselves and each of them, their and his heirs, executors, and administrators and successors in office.

In witness whereof the said Postmaster-General has caused the seal of the Post-Office Department of the United States of America to be hereunto affixed, and has attested the same by his signature, and the said parties of the second part have hereunto set their hands and seals on and as of the day hereinbefore written.

[SEAL OF THE POST-OFFICE DEPARTMENT.] JAMES A. GARY,
Postmaster-General.

Attest:
JOHN A. MERRITT,
Third Assistant Postmaster-General.

ALBERT DAGGETT. [SEAL.]

Attest:
MADISON DAVIS.

FIDELITY AND DEPOSIT COMPANY OF MARYLAND,
By EDWIN WARFIELD, *President.*

Attest:
H. E. BOSLER, *Secretary.* [SEAL OF COMPANY.]

ROBERT A. DOBBIN, Jr., } as to surety.
H. M. BULL, }

Approved as to form. JAMES N. TYNER,
Assistant Attorney-General for the Post-Office Department.

Statement of the financial condition of the Fidelity and Deposit Company of Maryland at the close of business April 30, 1897.

RESOURCES.

	Par value.	Market value.
Real estate (Fidelity Building)	.....	$596,726.60
Baltimore City stock, 3½ per cent, 1928, 1930, 1940, 1945	$501,800	529,116.00
Baltimore City stock, 6 per cent, 1900	48,000	51,120.00
State of Maryland Insane Asylum bonds, 3½ per cent loan	100,000	103,000.00
State of Georgia 4½ per cent bonds, 1911, 1912, 1916	125,000	140,468.75
State of Tennessee 3 per cent bonds	30,000	26,400.00
City of Buffalo (N. Y.) 3½ per cent bonds	50,000	51,750.00
City of Westminster (Md.) 4½ per cent bonds	25,000	25,000.00
City of Frederick (Md.) 4 per cent bonds	27,500	28,180.00
City of Petersburg (Va.) 5 per cent bonds	25,000	26,750.00
City of Richmond (Va.) 4 per cent bonds	25,000	25,000.00
Lucas County (Ohio) Court-House 4 per cent bonds	30,000	30,000.00
Baltimore Traction Co. bonds (N. B. Division), 1st 5's	100,000	110,080.00
City and Suburban Ry. Co. of Baltimore bonds, 1st 5's	48,000	52,800.00
Lake Roland Elevated 1st 5 per cent bonds, guaranteed by C. and S. Ry. Co.	35,000	37,756.25
Virginia Midland R. R. Co. 6 per cent bonds	41,000	47,240.00
Wilmington and Weldon R. R. Co. 5 per cent bonds	50,000	59,125.00
Charlotte, Columbia and Augusta R. R. Co. bonds	25,000	26,500.00
Petersburg R. R. Co., class B, 6 per cent bonds	10,000	11,300.00
Georgia Pacific R. R. Co. 6 per cent bonds	11,000	12,100.00
Raleigh and Gaston R. R. Co. 5 per cent bonds	30,000	30,000.00
Consolidated Gas Co. of Baltimore 5 per cent bonds	50,000	52,750.00
Chesapeake Gas Co. of Baltimore 6 per cent bonds	14,000	14,700.00
Agents' debit balances, less commissions	.....	104,800.35
Premiums in course of collection (home office)	.....	6,638.99
Cash in office and banks	.....	101,997.18
Total	.....	2,301,299.12

LIABILITIES.

Capital stock (paid in)	$1,000,000.00
Surplus	750,000.00
Premium reserve requirement	366,627.55
Claims adjusted (check out)	679.28
Claims in process of adjustment	2,443.34
Claims reported, but proof not filed, etc	27,940.82
Undivided profits	153,608.03
Total	2,301,299.12

STATE OF MARYLAND, *Baltimore City, sct:*

I, Herman E. Bosler, treasurer of the Fidelity and Deposit Company of Maryland, do hereby certify that the aforegoing is a true statement of the assets and liabilities of said company as of April 30th, 1897, taken from the books and records of said company.

In testimony whereof I hereunto subscribe my name and affix the seal of said company this 17th day of Sept., A. D. 1897.

[SEAL OF CO.] H. E. BOSLER, *Treasurer.*

STATE OF MARYLAND, *City of Baltimore, ss:*

On this 17th day of Sept., A. D. 1897, before the subscriber, a notary public of the State of Maryland in and for the city of Baltimore, duly commissioned and qualified, came Edwin Warfield, president, and Herman E. Bosler, treasurer, of the Fidelity and Deposit Company of Maryland, to me personally known and being by me duly sworn, severally and each for himself, deposeth and saith that they are the said officers of the company aforesaid, and that the seal affixed to the preceding instrument is the corporate seal of said company, and that the aforegoing is a true statement of the assets and liabilities of said company at the close of business April 30th, 1897, taken from the books and records of said company; and that said company has not, since said 30th day of April, 1897, sustained any losses affecting its financial condition.

In testimony whereof I have hereunto set my hand and affixed my official seal, at the city of Baltimore, this 17th day of Sept., 1897.

[NOTARIAL SEAL.] FRED S. AXTELL, *Notary Public.*

NO. 20.—*Contract for furnishing registered-package, tag, official, and dead-letter envelopes during the year beginning July 1, 1897.*

This contract, made this 28th day of June, 1897, and executed in quadruplicate, between the United States of America, acting by James A. Gary, Postmaster-General, of the first part, and the Plimpton Manufacturing Company (a corporation duly created, organized, and doing business under and by virtue of the laws of the State of Connecticut), by L. B. Plimpton, its president, and the Morgan Envelope Company (a corporation duly created, organized, and doing business under and by virtue of the laws of the State of Massachusetts), by Elisha Morgan, its president, as principals (said corporations being jointly engaged in the manufacture of envelopes), and M. S. Chapman, of Hartford, Conn., and Robert W. Day, of Springfield, Mass., as sureties, of the second part, witnesseth:

Whereas the Postmaster-General, in compliance with law, caused an advertisement, bearing date the 5th day of April, 1897, to be published in certain newspapers in the United States, inviting proposals for furnishing, in accordance with specifications prepared under his directions, such registered-package, tag, official, and dead-letter envelopes as might be ordered for the use of the Department, postmasters, and the postal service during the year beginning on the 1st day of July, 1897, a printed copy of which advertisement, with the specifications therein referred to, is annexed and made part hereof, as follows:

"PROPOSALS FOR FURNISHING REGISTERED-PACKAGE, TAG, OFFICIAL, AND DEAD-LETTER ENVELOPES.

"ADVERTISEMENT.

"POST-OFFICE DEPARTMENT,
"*Washington, D. C., April 5, 1897.*

"Sealed proposals are invited and will be received at this Department until 2 p. m. on Thursday, the 6th of May, 1897, for furnishing such registered-package, tag, official, and dead-letter envelopes as may be ordered for the use of the Department, postmasters, and the postal service during a period of one year, beginning on the 1st day of July, 1897.

"Proposals must be made on the blank forms provided by the Department, securely enveloped and sealed, indorsed 'Proposals for furnishing registered-package, tag, official, and dead-letter envelopes,' and addressed to the Third Assistant Postmaster-General, Washington, D. C. Bids delivered in person must be handed in at or before the hour above specified for the receipt thereof; otherwise they will not be considered.

"Blank forms of proposal, with full specifications and samples of the envelopes, will be furnished upon application to the Third Assistant Postmaster-General.

"JAS. A. GARY,
"*Postmaster-General.*

'Specifications for furnishing registered-package, tag, official, and dead-letter envelopes.

"DESIGNATIONS AND SIZES OF ENVELOPES.

"The designations and sizes of the envelopes referred to in the foregoing advertisement are as follows:

1.—3⅜ by 5¼ inches.
2.—3¾ by 6¾ inches.
3.—3⅞ by 8⅝ inches.
4.—4¼ by 6½ inches.
5.—4½ by 9½ inches.
6.—4 $\frac{5}{16}$ by 9 $\frac{3}{16}$ inches.
7.—5 by 10½ inches (for registered packages).
8.—6¼ by 11½ inches (for large registered packages).
9.—3¼ by 5½ inches (tag envelopes).
10.—5½ by 7½ inches.
11.—6 by 9 inches.
12.—6¼ by 10½ inches.
13.—7½ by 10 inches.
14.—7½ by 11 inches.
15.—9 by 13½ inches.
16.—12 by 15 inches.

"Sizes may be slightly larger than called for above, but no smaller.

"COMPOSITION AND QUALITY OF PAPER.

"The paper from which envelopes 1, 2, 3, and 4 are manufactured must be composed in the proportion of 95 per cent of jute butts and 5 per cent of South Carolina clay (excluding all other material except the necessary coloring matter), and must weigh 34½ pounds per ream of 500 sheets, measuring 22½ by 30 inches, or in that proportion. In the process of manufacture the jute butts must be washed six hours in the washing engines and beaten nine hours in the beating engines, and the stock passed through a Jordan engine. The paper must be rosin-sized in the engine and made on a Fourdrinier machine. It must also be well calendered and finished, and the same in color, quality, tensile strength, and in all other respects, as the paper in the sample envelopes furnished to bidders, and to be made a part of the contract.

"The paper from which envelopes 5, 6, 7, 8, 10, 11, 12, 13, 14, 15, and 16 are manufactured must be composed in the proportion of 30 per cent of No. 1 rope manila, 30 per cent of No. 2 rope (consisting of about equal parts of manila, hemp, and sisal), 30 per cent of jute butts, and 10 per cent of South Carolina clay (excluding all other material except the necessary coloring matter), and must weigh 47 pounds per ream of 500 sheets, measuring 22½ by 30 inches, or in that proportion. In the process of manufacture the rope and jute butts must be washed six hours in the washing engines and beaten nine hours in the beating engines, and the ingredients passed through a Jordan engine. The paper must be rosin-sized in the engine, and made on a Fourdrinier machine. It must be well calendered and finished, and the same in color, quality, tensile strength, and in all other respects, as the sample envelopes furnished to bidders, and to be made a part of the contract. A portion of the No. 6 envelopes—probably not over 25,000 in all, but as many more or less as may be needed—must be made of dark blue paper (not different in quality, however, from the other envelopes of that size), similar to the specimen included in the samples furnished to bidders. These blue envelopes are known as letter-bill envelopes, and are used in the transmission of foreign mails under the terms of the Postal Union Convention. They are to be furnished the same as other envelopes as they may from time to time be called for.

"The paper from which the tag envelopes for registered packages (9) are to be

manufactured must be composed wholly of jute butts (except the necessary coloring matter), and must weigh 90 lbs. per ream of 500 sheets, measuring 22½ by 30 inches, or in that proportion. In the process of manufacture the jute must be washed four hours in the washing engines and beaten five hours in the beating engines, and passed through a Jordan engine. The paper must be rosin-sized in the engine. It must be well calendered and finished, and the same in color, quality, tensile strength, and all other respects, as the sample envelopes furnished to bidders, and to be made a part of the contract.

"All or any of the different papers used may be required to be watermarked with such designs as may be approved by the Postmaster-General. All paper furnished or used shall be subject to the supervision and approval of the Postmaster-General or his authorized agent before and after being manufactured into envelopes.

"The Postmaster-General shall have the right to cause inspection to be made, when and in such manner as he may desire it, of the process of manufacturing the paper in all its several stages, and of stationing an agent, for the purpose of inspection, at the mill or mills where the paper is made; in which latter case the contractor will be required to furnish such agent with a properly furnished room in the mill without charge, and give him every needful facility for carrying out his duty.

"Watermarked paper for any of the envelopes that may be spoiled in process of manufacture, or condemned as unfit for use, shall not be used or sold by the contractor in its manufactured state, but shall be reduced to pulp or otherwise destroyed, without cost to the Government.

"Such spoiled or rejected paper shall not be made over for use in registered-package or official envelopes.

"STYLE OF MANUFACTURE.

"The envelopes must be made in the most thorough and workmanlike manner, after the styles and of the cuts shown by the samples furnished to bidders; the joints to be well and securely fastened, and with such quality of gum, free from offensive odor, as will secure perfect and permanent adhesion of the paper, and the flaps to be thoroughly gummed with the same or other equally suitable material. In making the registered package envelopes (7 and 8), however, the best quality of fish glue must be used in securing the adhesion of the paper, and on the flaps. The envelopes shall be in all respects subject to the approval of the Postmaster-General or his duly authorized agent; and his right of rejection shall be absolute and final.

"Should the contractor, in the performance of work under the contract, make unauthorized use of any machinery or material or other thing on which a patent has been granted by the United States, the Government is to be made free of all liability for such infringement.

"PRINTING.

"The envelopes must bear such printing as the Postmaster-General may direct, and the registered package and tag envelopes (7, 8, and 9) will be required to be printed in vermilion or some other approved brilliant color, equal to that on the samples. All of the other envelopes must have printed on them the name of the Department, the words 'Official Business,' and the penalty provided by law for their misuse, besides such other printing as the Postmaster-General may at any time direct. When ordered in separate quantities of 500 of envelope 2, or of 250 of envelopes 1, 4, 5, and 6, or of 100 of envelopes 3 and 12, or in larger quantities, for the use of postmasters, they will, in addition to the foregoing printing, bear also the name of the post-office for whose use they are intended; when ordered in less quantities they will bear, in addition to the other printing, the words 'Post-office at,' with a blank space for the name of the post-office to be written in. The printing on the samples is intended to show in a general way some of the forms that will be required.

"PACKING, ETC.

"The envelopes must be banded in parcels of twenty-five, packed in strong pasteboard or straw boxes (not inferior to No. 50 unlined Western strawboards), securely bound with linen or cotton cloth on the corners and edges, and of such weight, quality, and construction as shall be approved by the Postmaster-General; and when intended to be sent direct to postmasters, each box shall contain not less than 100 of envelopes 3, 7, 8, 9, and 12, and not less than 250 of envelopes 1, 2, 4, 5, and 6, or larger quantities as may be ordered for the principal post-offices; the boxes, when sent in lots not requiring wooden cases, to be well and securely wrapped in strong manila paper and properly sealed, so as to bear safe transportation by mail. But when required to be sent to the Post-Office Department, each box may contain not less than 500 of any one size and style of printing.

"When 4,000 or more envelopes of the 1, 2, 3, and 4 kinds, and 2,000 or more of the other kinds, are required to fill the order of a postmaster, or when larger lots of any kind are ordered to be sent to the Department, they must be packed in strong wooden cases and properly addressed; no case shall contain more than 25,000 of envelopes 1, 2, 3, and 4, nor more than 10,000 of the other sizes, but when less than 4,000 are required to be sent to a postmaster, a proper label of direction must be placed on each package, all of which shall be done and furnished by the contractor without additional charge.

"The sizes designated as 1, 3, 4, 5, 6, 7, 8, and 9 are used mainly by postmasters, and envelopes 2, 10, 11, 12, 13, 14, 15, and 16 mainly in the Post-Office Department; but the right is reserved to order any or all of the different sizes for use of the Post-Office Department, of postmasters, and of postal officers generally.

"STOCK ON HAND.

"The contractor shall at all times keep on hand a stock of the several kinds of envelopes sufficient to promptly meet all orders of the Department, and to provide against any and all contingencies that may be likely to occur during the existence of the contract—such stock to be never less than an average ten days' supply; and said envelopes shall be held subject to the control of the Postmaster-General or his duly authorized agent or agents; and the Postmaster-General shall have the right to require the contractor, at any time during the existence of the contract, to provide an extra quantity of envelopes, not exceeding a supply for three months.

"The Postmaster-General reserves the right to impose a fine upon the contractor, in such sum as he may deem proper, to be deducted in the settlement of accounts, for the failure to have on hand at any time a sufficient supply of envelopes with which to promptly meet all just requirements of the Department.

"In the event that the exigencies of the public service shall require the acceptance by the Department of any envelopes which, in the opinion of the Postmaster-General or his duly authorized agent, are inferior in any respect to the requirements of the contract, the right is reserved to the Postmaster-General absolutely to fix the price thereof, and to pay for such inferior envelopes any compensation less than the regular price fixed by the contract that may seem to him just and reasonable under all the circumstances, which shall be a complete discharge of all liability on the part of the Government for such envelopes.

"On failure to promptly furnish any article or articles specified in the contract, the Postmaster-General reserves the right to purchase such article or articles in the open market; and if a greater price be paid than that prescribed by the contract for like articles, the difference shall be charged to the contractor. Failure to furnish any articles within a reasonable time after they shall have been ordered, may be regarded by the Postmaster-General as a sufficient cause for the annulment of the contract.

"AGENT—OFFICE ROOMS—INSPECTION.

"An agent of the Department will have supervision of the manufacture, storage, and issue of the envelopes, and he shall at all times have full and free access to the apartments where they (or anything entering into their construction) are manufactured and stored, for the purpose of inspecting the same.

"The contractor shall furnish the resident agent of the Department and his clerks suitable and properly furnished office rooms connected with the premises on which the envelopes are made, for the transaction of the business of the agency, without cost to the Government; also a properly furnished room for the use of the post-office in mailing the envelopes, if that should be required by the Postmaster-General.

"The contractor, his employees and agents, shall conform to such regulations as the Department may from time to time adopt for the security of the Government in any respect.

"DELIVERY.

"The contractor must be ready to commence the delivery of the envelopes on the first day of July, 1897, when the contract term begins; and thereafter they must be promptly furnished and delivered, complete in all respects, in such quantities as may be required to fill the orders of the Department. The envelopes may be required to be delivered in separate packages, as above provided for, at the post-office or at the agency at the place where they are manufactured, or at the nearest adjacent large post office with adequate facilities for handling and mailing them, or at a railway post office, or at the Post-Office Department at Washington, D. C., in the discretion of the Postmaster General; or deliveries may be required to be made at any of the places mentioned, and also at the Post-Office Department at Washington, D. C., as may be directed by the Postmaster-General.

"STOCK ON HAND AT EXPIRATION OF CONTRACT.

"The Department will, after satisfactory inspection, accept and pay for, at the regular contract prices, the stock of envelopes that may remain on hand at the close of the contract term; and the contractor may be required, at the discretion of the Postmaster-General, to continue the issue of such envelopes until they shall be exhausted, subject to all conditions of the contract; but provided that such stock shall not exceed in quantity the average requirements of the Department for a period of fifteen days. Any surplus over that quantity may be destroyed, at the discretion of the Postmaster-General, without compensation therefor. The right is also reserved to the Postmaster-General to authorize the issue by the present contractors of such envelopes as may remain in their hands at the close of their contract, and the new contractor shall not be entitled to damages on account of such issue.

"AWARD.

"The contract will be awarded on the basis of the probable number of each of the several kinds of envelopes to be required, as shown by the issues in round numbers for the year ending February 28, 1897, as follows:

1	34,600,000	9	1,147,000
2	3,567,000	10 (estimated)	1,000
3	14,249,000	11	12,000
4	422,000	12	176,000
5	1,552,000	13	74,000
6	3,522,000	14	9,000
7	12,626,000	15	45,000
8	899,000	16	7,000

"(Of the No. 6 envelopes furnished, 40,000 were of blue paper, and known as letter-bill envelopes.)

"Bids should be made separately for each item in the foregoing list, the bidders stating in their proposals the price per thousand envelopes, including everything to be done or furnished, as set forth in these specifications; and the contract will be awarded as a whole to the lowest responsible bidder in the aggregate, the amount of a bid to be ascertained by extending the above issues at the prices bid, respectively, and then aggregating the amounts of the several items.

"It must be understood, however, that the proposals made under the advertisement and these specifications shall impose the obligation to furnish at the prices bid all the envelopes ordered by the Department during the contract term, without reference to the numbers above stated, subject to the provision as to those on hand at the termination of the present contract.

"Each bid must include all the different items above designated.

"Preliminary to an award, the bidder may be required to demonstrate to the satisfaction of the Postmaster-General, within ten days from the date of notice given him to do so, that he either has in his possession, or is able to procure within a reasonable period, all suitable and necessary facilities with which to properly commence and carry on the contract. If the Postmaster-General shall be satisfied of the inability of a bidder to perform the contract in accordance with the requirements set forth in the specifications, he may in his discretion decline to accept the bid without notice.

"The design of the two sizes of registered package envelopes—7 and 8—is patented; but the right to use it has been assigned, without limitation, to the United States. The contractor will, therefore, not be required to pay any royalty on envelopes manufactured according to this design.

"PROPOSALS—AGREEMENT—BOND.

"Each proposal must be signed by the person, partnership, or corporation making it, and when made by a partnership the name of each partner thereof must be disclosed; and if the proposal be made by a corporation, the Department must be informed of its name, place of business, object of organization and business, and the names of the officers authorized to bind it by contract; and it must be accompanied with a guaranty, signed by at least two responsible guarantors, and based upon a penalty of ten thousand dollars, that the bidder shall, within ten days after being called upon to do so, execute a contract with at least two good and sufficient sureties, to be certified as hereinafter required, to furnish promptly, and in quantities as ordered, the article or articles to be furnished by him, and faithfully and diligently to keep, perform, and abide by each and every of the requirements, provisions, and terms of such contract, and these specifications to be thereto annexed, the

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"ASSIGNMENT

"EXTENSION

"CONTRACT NOT ASSIGNABLE

"BLANK FORMS—SAMPLES—ADDRESS OF PROPOSALS

"JAS. A. GARY
"Postmaster-General."

DEPARTMENT,
"Washington, D. C., April 5, 1897."

For No. 4, size 4¼ by 6½ inches, one dollar and thirty-eight cents a thousand.
For No. 5, 4½ by 9½ inches, one dollar and fifty-three cents a thousand.
For No. 6, size $4\frac{9}{16}$ by $9\frac{9}{16}$ inches, one dollar and eighty-two cents a thousand.
For No. 7, size 5 by 10½ inches, three dollars and forty-eight cents a thousand.
For No. 8, size 6¼ by 11½ inches, five dollars and forty-seven cents a thousand.
For No. 9, size 3¼ by 5½ inches, one dollar and eighty cents a thousand.
For No. 10, size 5½ by 7½ inches, two dollars a thousand.
For No. 11, size 6 by 9 inches, two dollars and ninety cents a thousand.
For No. 12, size 6¼ by 10½ inches, three dollars and five cents a thousand.
For No. 13, size 7½ by 10 inches, three dollars and twenty cents a thousand.
For No. 14, size 7½ by 11 inches, three dollars and sixty cents a thousand.
For No. 15, size 9 by 13½ inches, four dollars and thirty two cents a thousand.
For No. 16, size 12 by 15 inches, six dollars and twenty cents a thousand.

Second. That said prices shall be full compensation for everything required to be done and furnished, as herein set forth, payments for envelopes actually issued and delivered to postmasters to be made monthly after proper examination and adjustment of accounts, and promptly upon the fulfillment of orders for envelopes sent to the Post-Office Department.

Third. That the contractors shall not be required to pay royalty on envelopes manufactured and furnished under this contract.

It is further stipulated and agreed by and between the contracting parties:

1st. That a resident agent of the Department shall have supervision of the manufacture, storage, and issue of the envelopes, and he shall at all times have full and free access to the apartments where they (or anything entering into their construction) are manufactured and stored, for the purpose of inspecting the same; that such agent and his clerks shall be provided by the contractors with suitable and properly furnished rooms, connected with the premises on which the envelopes are made, for the transaction of the business of the agency without cost to the Government; also with a properly furnished room for the use of the post-office in mailing the envelopes, if that should be required by the Postmaster-General; and that the contractors, their employés and agents, shall conform to such regulations as the Department may from time to time adopt for the security of the Government in any respect.

2d. That the Postmaster-General reserves the right to impose a fine upon the contractors, in such sum as he may deem proper, to be deducted in the settlement of accounts, for the failure to have on hand at any time a sufficient supply of envelopes with which to promptly meet all just requirements of the Department.

3d. That in the event that the exigencies of the public service shall require the acceptance by the Department of any envelopes which, in the opinion of the Postmaster-General or his duly authorized agent, are inferior in any respects to the requirements of the contract, the right is reserved to the Postmaster-General absolutely to fix the price thereof, and to pay for such inferior envelopes any compensation less than the regular price fixed by the contract that may seem to him just and reasonable under all the circumstances, which shall be a complete discharge of all liability on the part of the Government for such envelopes.

4th. That on failure to promptly furnish any of the envelopes specified in this contract, the Postmaster-General reserves the right to purchase them in open market; and if a greater price be paid than is herein prescribed for like articles, the difference shall be charged to the contractors; and if there shall be a failure to furnish any of the envelopes within a reasonable time after they shall have been ordered, it may be regarded by the Postmaster-General as a sufficient cause for the annulment of this contract.

5th. That if at any time during the continuance of this contract the sureties, or either of them, shall die or become irresponsible, the Postmaster-General shall have the right to require additional and sufficient sureties, which the contractors shall furnish to the acceptance of the Postmaster-General within ten days after notice, and in default thereof the contract may be annulled.

6th. That in case the said contractors shall fail to do or to perform all or any of the covenants, stipulations, and agreements of this contract on the part of said contractors to be performed as herein set forth, the said contractors and their sureties shall forfeit and pay to the United States of America the sum of twenty thousand dollars, for which full and absolute sum the said contractors and their sureties shall be jointly and severally liable, as fixed, settled, and liquidated damages, and not as a penalty, to be sued for in the name of the United States.

7th. That, in addition to the forfeiture covenanted and agreed to in the foregoing paragraph, the Postmaster-General shall have the right to annul the contract if, in his opinion, there shall be a failure at any time to perform faithfully any of its stipulations, or in case of any imposition, or attempt at imposition, upon the Department of envelopes inferior to those required by the contract. The right is also reserved by the Postmaster-General to withhold payments if it shall appear to his satisfaction that the contract has not been complied with in any particular.

[redacted]

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1.17
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OF POST-OFFICE DEPARTMENT.]

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JOHN A. KASSON,
Third Assistant Postmaster-General.

THE PLIMPTON MANUFACTURING COMPANY,
By L. B. PLIMPTON, *President*

[redacted] PLIMPTON.

THE MORGAN ENVELOPE COMPANY,
By E. MORGAN, *President.*

[redacted] E. WESTFIELD.

(Surety) M. E. CHAPMAN.

[redacted] GLOVER.

(Surety) [redacted]

[redacted] E. WESTFIELD.

[redacted]

dead-letter envelopes during the year beginning July 1st, 1897, is worth the sum of forty thousand dollars over and above all his debts and liabilities and incumbrances whatever.

F. P. FURLONG,
Postmaster at Hartford, Conn.

STATE OF CONNECTICUT, *County of Hartford, ss:*

Robert W. Day, one of the sureties in the foregoing contract of the Plimpton Manufacturing Company and Morgan Envelope Company, being by me duly sworn, upon oath says that he is a resident and freeholder of the State of Massachusetts, and that he is worth the sum of forty thousand dollars over and above all his debts and liabilities and exclusive of property exempt from execution.

R. W. DAY.

Subscribed and sworn to before me this 25th day of June, one thousand eight hundred and ninety-seven, and by me approved.

N. SHIPMAN, *U. S. Circuit Judge.*

I certify that to the best of my knowledge and belief Robert W. Day, of Springfield, Mass., one of the sureties in the foregoing contract between the United States of America and the Plimpton Manufacturing Company and Morgan Envelope Company, of Hartford, Conn., for furnishing registered-package, tag, official, and dead-letter envelopes during the year beginning July 1st, 1897, is worth the sum of forty thousand dollars over and above all his debts and liabilities and incumbrances whatever.

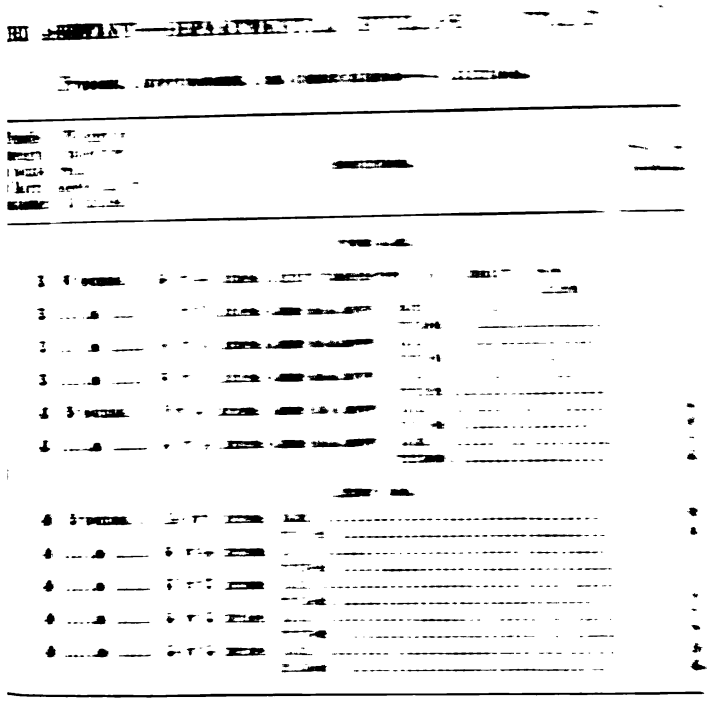
J. H. CLUNE,
Postmaster at Springfield, Mass.

No. 21.—*Contract for furnishing envelopes to the several Executive Departments during the year beginning July 1, 1897, as authorized by the ninety-sixth section of the act of Congress approved January 12, 1895.*

This contract, entered into this 25th day of June, 1897, between the United States of America, acting by James A. Gary, Postmaster-General, of the first part, and Logan, Swift & Brigham Envelope Company, of Worcester, Mass., by D. Wheeler Swift, president, principal, and D. Wheeler Swift and James Logan, sureties, of the second part, witnesseth:

First. That the said Logan, Swift & Brigham Envelope Company contract to furnish and promptly deliver all envelopes of the following description that may be called for by the several Executive Departments and independent Government offices in the city of Washington, and by army officers stationed at various points in the United States, to be designated by the Secretary of War, during the year beginning July 1, 1897, of the tensile strength, weight of paper, and at the prices indicated, and in all respects fully up to the samples of paper or envelopes submitted by the said Logan, Swift & Brigham Envelope Company with their proposal opened at the Post-Office Department on the 6th day of May, 1897, under the advertisement and specifications of April 5, 1897, and according to the requirements thereof, a copy of which proposal, advertisement, and specifications is hereto attached and made a part of this contract:

Item No. of schedule.	Tensile strength in points of Morrison tester.	Weight of paper per ream of 500 sheets, 22½ by 30 inches.	Description.	Price per thousand.
			Whites.	
1	50	50 pounds...	10⅛ by 4⅛ inches, plain	$1.28
			printed	1.35
2	50	.....do.....	9⅝ by 4⅛ inches, plain	1.07
			printed	1.14
3	50	.....do.....	8⅞ by 3⅝ inches, plain	.98
			printed	1.05
4	50	.....do.....	8⅝ by 3⅝ inches, plain	.93
			printed	1.00
5	50	.....do.....	6⅛ by 3⅝ inches, plain	.68
			printed	.73
6	50	.....do.....	6 by 3½ inches, plain	.64
			printed	.69
7	50	.....do.....	5½ by 3½ inches, plain	.55
			printed	.67
8	50	.....do.....	4⅝ by 2⅝ inches, plain	.50



and keeping, performing, and abiding by each and
. and terms of this contract, and of the specifi-
part hereof, the said parties of the second part do
them, their successors in office, and the officers
eir and his heirs, executors, and administrators.

In witness whereof the said Postmaster-General has caused the seal of the Post-Office Department of the United States of America to be hereunto affixed, and has attested the same by his signature, and the said parties of the second part have hereunto set their hands and seals—the said corporations affixing their corporate seals—on and as of the day hereinbefore written.

[Seal of P. O. Dept.]

JAS. A. GARY,
Postmaster-General.

Attest:
JOHN A. MERRITT,
Third Asst. Postmaster-General.

LOGAN, SWIFT & BRIGHAM ENVELOPE CO., [SEAL.]
By JAMES LOGAN, *Treas.*
D. WHEELER SWIFT. [SEAL.]
JAMES LOGAN. [SEAL.]

STATE OF MASSACHUSETTS, *County of Worcester, ss:*

D. Wheeler Swift, one of the sureties in the foregoing contract, affirms that he is a resident and freeholder of the State of Massachusetts, and that he is worth the sum of fifty thousand dollars, over and above all his debts and liabilities, and exclusive of property exempt from execution.

D. WHEELER SWIFT.

Subscribed and affirmed to before me this 18th day of June, 1897.

[SEAL.] LOUIS H. BUCKLEY,
Notary Public.

Approved.

JAS. W. HUNT,
Asst. P. M., Worcester, Mass.

STATE OF MASSACHUSETTS, *County of Worcester, ss:*

James Logan, one of the sureties in the foregoing contract, being by me duly sworn, upon oath says, that he is a resident and freeholder of the State of Massachusetts, and that he is worth the sum of fifty thousand dollars, over and above all his liabilites, and exclusive of property exempt from execution.

JAMES LOGAN.

Subscribed and sworn to before me this 15th day of June, 1897.

[SEAL.] LOUIS H. BUCKLEY,
Notary Public.

Approved.

JAS. W. HUNT,
Asst. P. M., Worcester, Mass.

Copy of record authorizing signature of this contract.

LOGAN, SWIFT & BRIGHAM ENVELOPE COMPANY,
Worcester, Mass., June 15, 1897.

At a special meeting of the directors of the Logan, Swift & Brigham Envelope Company, corporation organized under the laws of the State of Massachusetts, and located at Worcester, Mass., held this day at the office of the corporation, 75 Grove street, a majority of the directors being present, Henry D. Swift, vice-president, in the chair, it was unanimously voted:

That the president, D. Wheeler Swift, or the treasurer, James Logan, be, and are hereby, authorized and instructed to sign, in behalf of the corporation, a contract for furnishing envelopes to the several Executive Departments during the year beginning July 1st, 1897, in accordance with the proposal of the said Logan, Swift & Brigham Envelope Co., dated May 3rd, 1897, it being the intent of this vote that the signature of the said D. Wheeler Swift and the said James Logan are not jointly required to the execution of this contract.

A true copy of record.

[SEAL OF COMPANY.] LOUIS H. BUCKLEY,
Clerk of Logan, Swift & Brigham Env. Co., (a corporation).

ASSISTANT—DEPARTMENTAL [illegible]

Only the prices on which the [illegible]

[illegible] furnishing envelopes for [illegible]
[illegible] at Washington, D. C. [illegible]

PROPOSALS [illegible]

W[illegible]

[illegible] GENERAL:

[illegible] undersigned, Logan, Swift & [illegible]
[illegible] of the several Departments [illegible]
[illegible] in compliance with the terms [illegible]
[illegible] of which are hereby [illegible]
[illegible] in the accompanying [illegible]
[illegible] rates stated, to be delivered [illegible]
[illegible] direct.
[illegible] accorded to the Postmaster [illegible]
[illegible] the envelopes embraced in [illegible]

[illegible]y.	Description.	[illegible]
	White.	
1,000	[illegible] by [illegible] inches, 50 pounds, plain	[illegible]
	printed	[illegible]
1,000	[illegible] by [illegible] inches, 50 pounds, plain	[illegible]
	printed	[illegible]
1,000	[illegible] by [illegible] inches, 50 pounds, plain	[illegible]
	printed	[illegible]
1,000	[illegible] by [illegible] inches, 50 pounds, plain	[illegible]
	printed	[illegible]
1,000	[illegible] by [illegible] inches, 50 pounds, plain	[illegible]
	printed	[illegible]
1,000	[illegible] by [illegible] inches, 50 pounds, plain	[illegible]
	printed	[illegible]
1,000	[illegible] by [illegible] inches, 50 pounds, plain	[illegible]
	printed	[illegible]
1,000	[illegible] by [illegible] inches, 50 pounds, plain	[illegible]
	Cream laid.	
1,000	[illegible] by [illegible] inches, cream laid, [illegible], No. 1 quality, [illegible] pounds, plain	[illegible]
	[illegible] by [illegible] inches, cream laid, [illegible], No. 1 quality, [illegible] pounds, printed	[illegible]
1,000	[illegible] by [illegible] inches, same as above, [illegible] pounds, plain	[illegible]
	printed	[illegible]
1,000	[illegible] by [illegible] inches, same as above, [illegible] pounds, plain	[illegible]
	printed	[illegible]
1,000	[illegible] by [illegible] inches, same as above, [illegible] pounds, plain	[illegible]
	printed	[illegible]
1,000	[illegible] by [illegible] inches, same as above, 50 pounds, plain	[illegible]
	printed	[illegible]
1,000	[illegible] by [illegible] inches, same as above, 50 pounds, plain	[illegible]
	printed	[illegible]
	Azure blue.	
1,000	[illegible] by [illegible] inches, 50 pounds, plain	[illegible]
	printed	[illegible]
1,000	[illegible] by [illegible] inches, 50 pounds, plain	[illegible]
	printed	[illegible]
1,000	[illegible] by [illegible] inches, 50 pounds, plain	[illegible]
	printed	[illegible]
1,000	[illegible] by [illegible] inches, 50 pounds, plain	[illegible]
	printed	[illegible]
1,000	[illegible] by [illegible] inches, 50 pounds, plain	64
	printed	

[illegible] of paper given in the foregoing schedule are based on size [illegible] by [illegible] sheets to the ream.
[illegible]ully,

LOGAN, SWIFT & BRIGHAM ENV. CO.
By D. WHEELER SWIFT, *Presi.*

[illegible] above corporation. Place of business, *Worcester, Mass.*

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Copy of record authorizing signature of this proposal.

LOGAN, SWIFT & BRIGHAM ENVELOPE COMPANY,
Worcester, Mass., May 3, 1897.

At a special meeting of the directors of the Logan, Swift & Brigham Envelope Company, corporation organized under the laws of the State of Massachusetts, and located at Worcester, Mass., held this day at the office of the corporation, No. 75 Grove st., all the directors being present, D. Wheeler Swift, president, in the chair, it was unanimously voted that the president, D. Wheeler Swift, is hereby authorized and instructed to sign in behalf of the corporation a proposal for supplying the Government with envelopes as per advertisement of the Post-Office Department, dated Washington, D. C., April 5th, 1897, entitled "Proposal for furnishing envelopes for the several Executive Departments in Washington during the year ending June 30, 1898," and signed by James A. Gary, Postmaster-General. (Seal of company.)

A true copy of record.

JAMES LOGAN,
Clerk of Logan, Swift & Brigham Envelope Co., (a corporation.)

GUARANTY.

We, James Logan and D. Wheeler Swift, both of Worcester, and county of Worcester, in the State of Mass., for value received, guarantee and bind ourselves and each of us, our and each of our heirs, executors, and administrators, in the event that a contract for furnishing envelopes for the several Departments of the Government at Washington, according to the advertisement and specifications of April 5, 1897, shall be awarded to Logan, Swift & Brigham Envelope Co., that the said Logan, Swift & Brigham Envelope Co. will, within the time limited by the specifications, enter into and duly execute, as required by the said specifications, a contract accordingly, and this guaranty is based upon and governed by the said specifications as to its scope and extent; and in case of failure of the said Logan, Swift & Brigham Envelope Co. to enter into contract as above, that we will forfeit and pay to the United States the sum of ten thousand dollars, for which sum we will be jointly and severally liable as fixed and settled damages, and not as a penalty to be reduced or diminished.

Dated at Worcester, Mass., May 3, 1897.

JAMES LOGAN.
D. WHEELER SWIFT.

CERTIFICATE.

(To be signed by a United States circuit or district judge, or the clerk of a court of record at or nearest the place where the bidder resides, or by the postmaster there.)

The undersigned, asst. clerk of the court for the county of Worcester, in the State of Massachusetts, certifies, under his oath of office, that he is acquainted with the above guarantors and knows them to be men of property, and able to make good their guaranty.

Dated at Worcester, May 3rd, 1897.

WM. T. HARLOW, *Asst. Clerk.*

Proposals for furnishing envelopes for the several Executive Departments in Washington during the year ending June 30, 1898.

ADVERTISEMENT.

POST-OFFICE DEPARTMENT,
Washington, D. C., April 5, 1897.

By the 96th section of the act of Congress approved January 12, 1895, it is made the duty of the Postmaster-General to contract for all envelopes, both plain and printed, to be used "by his own or other Departments."

Under this authority proposals are hereby invited and will be received at this Department until 2 p. m. on Thursday, the 6th day of May, 1897, for furnishing such envelopes as the several Executive Departments in Washington may require during the year ending June 30, 1898.

Proposals must be made on the blank forms provided by the Department, securely enveloped and sealed, indorsed "Proposals for furnishing envelopes for the several Executive Departments," and addressed to the Third Assistant Postmaster-General,

contract price that may seem to him just and reasonable, under all the circumstances, which shall be a complete discharge of all liability on the part of the Government for such envelopes.

CONTRACTOR'S SURETIES.

The contractor will be required to have at least two responsible sureties, who shall be parties to the contract, in which it shall be covenanted and agreed that in case the said contractor shall fail to do or perform all or any of the stipulations of said contract on the part of said contractor to be performed, as therein set forth, the said contractor and his sureties shall forfeit and pay to the United States of America such amount as the Postmaster-General may fix in the contract, not to exceed $25,000, for which said forfeiture the said contractor and his sureties shall be jointly and severally liable. Such sureties shall justify their responsibility by affidavit showing that they severally own and possess property of the clear value in the aggregate of double the amount of the above-mentioned forfeiture, over and above all debts and liabilities and all property by law exempt from execution—to be sworn to before a clerk of a court of record or other officer authorized to administer oaths, and to be approved by a United States judge, district attorney, or postmaster in the district or place where the sureties reside or do business.

If at any time during the continuance of the contract the sureties, or either of them, shall die, or become irresponsible, the Postmaster-General shall have the right to require additional and sufficient sureties, which the contractor shall furnish to the acceptance of the Postmaster-General within ten days after notice; and in default thereof, the contract may be annulled.

PAYMENTS.

Payments for envelopes actually delivered will be made monthly by the Departments ordering them, after proper examination and verification of accounts, which accounts shall be rendered upon forms to be furnished by these Departments respectively.

Payments may be withheld if it shall appear to the satisfaction of the Postmaster-General that the contract has not been complied with in any particular.

RESERVATIONS.

The Postmaster-General reserves the right to reject any and all bids, to waive technical defects, and to accept any part of any bid and reject the other part if in his judgment the interests of the Government shall require it; also the right to annul the contract if in his opinion there shall be a failure at any time to perform faithfully any of its stipulations, or in case of a willful attempt to impose upon the Government articles inferior to those required by the contract. And any action taken by the Postmaster-General in pursuance of this latter stipulation shall not affect or impair any right or claim of the United States to damages for the breach of any of the covenants of the contract by the contractor.

BLANK FORMS—ADDRESSES OF PROPOSALS.

Blank forms for bids will be furnished on application to the Third Assistant Postmaster-General, Washington, D. C.

All proposals must be made upon these blank forms, securely enveloped and sealed, marked on the envelope "Proposals for furnishing envelopes for the several Executive Departments," and addressed to the Third Assistant Postmaster-General, Washington, D. C.

Proposals must not be sent in the same package with the samples of paper to be submitted by bidders, as hereinbefore required.

JAS. A. GARY,
Postmaster-General.

POST-OFFICE DEPARTMENT,
Washington, D. C., April 5, 1897.

List of agencies and navy-yards, with the estimated quantities of envelopes to be required by them during the year.

Agency.	White, penalty. 8⅝ by 3⅝ inches.	White, penalty. 10½ by 4⅛ inches.	White, penalty. 6 by 3½ inches.
Augusta, Me	130,000	5,000	5,000
Buffalo, N. Y	50,000	.....	5,000
Chicago, Ill	90,000	5,000	.....
Columbus, Ohio	500,000	.....	.....
Des Moines, Iowa	200,000	10,000	10,000
Detroit, Mich	280,000	.....	.....
Indianapolis, Ind	400,000	.....	10,000
Knoxville, Tenn	200,000	.....	20,000
Louisville, Ky	100,000	5,000	.....
Milwaukee, Wis	260,000	.....	.....
New York City	250,000	5,000	5,000
Philadelphia, Pa	325,000	.....	10,000
Pittsburg, Pa	100,000	.....	5,000
San Francisco, Cal	65,000	.....	.....
Topeka, Kans	400,000	.....	10,000
Washington, D. C	.....	275,000	.....

Contract item No.	Description of envelopes.	Navy-yard, Portsmouth, N. H.	Navy-yard, Boston, Mass.	Naval station, Newport, R. I.	Navy-yard, New York.	Navy-yard, League Island.	Navy-yard, Washington, D. C.	Navy-yard, Norfolk, Va.	Navy-yard, Mare Island, Cal.	Total.
1	White, 10½ by 4⅛	10,000	15,000	.....	55,000	15,000	20,000	25,000	10,000	150,000
2	White, 9½ by 4½	5,000	15,000	1,000	14,000	15,000	15,000	20,000	15,000	100,000
3	White, 8¼ by 3⅞	10,000	5,000	5,000	45,000	17,000	30,000	20,000	15,000	147,000
5	White, 6¼ by 3½	5,000	5,000	5,000	50,000	5,000	5,000	10,000	15,000	100,000
9	Cream-laid, 10½ by 4⅛	5,000	5,000	1,000	39,000	.....	38,000	14,000	10,000	112,000
15	Cream-laid, 6 by 3½	10,000	5,000	1,000	33,000	5,000	35,000	.....	10,000	99,000
16	Cream-laid, 5¼ by 3½	10,000	5,000	.....	35,000	.....	20,000	10,000	20,000	100,000
32	Pure Irish linen, cream, 5½ by 4½	1,000	1,000	.....	20,000	1,000	10,000	5,000	2,000	40,000
55	Cloth-lined, white, 10½ by 4⅛	.....	.....	.....	6,500	1,000	2,000	.....	.....	9,500
59	Cloth-lined, white, 10 by 4½	1,000	500	.....	8,000	.....	.....	.....	2,000	11,500
67	Manila, 15 by 10	1,000	1,500	.....	15,000	1,000	5,000	1,000	500	25,000
85	Manila, 12 by 8	1,000	1,000	1,000	12,500	.....	5,000	.....	500	21,000
101	Manila, 10½ by 6½	1,000	1,000	1,000	32,000	.....	10,000	.....	5,000	50,000
120	Manila, 5¾ by 3¾	.....	.....	.....	20,000	.....	10,000	.....	20,000	50,000
123	Manila, 4⅛ by 2⅝	.....	.....	.....	15,000	.....	35,000	.....	.....	50,000
	Total	60,000	60,000	15,000	400,000	60,000	240,000	105,000	125,000	1,065,000

NOTE.—It is supposed that when an order is given for envelopes for any one of these pension agencies or navy-yards it will comprehend all that are to be sent to it during the year. No positive assurance of this, however, can be given.

No. 22.—Schedule of envelopes to be furnished the several Executive Departments of the Government, at Washington, D. C., during the year beginning July 1, 1897, under contracts made by the Postmaster-General, in accordance with section 96 of the act of Congress approved January 12, 1895.

Schedule.	Estimated number required.	Contractor.	Description of envelopes. (Weight stated, except "Miscellaneous," is per ream of paper of 500 sheets, 22½ by 30 inches.)	Tensile strength. (Figures indicate points of Morrison tester.)	Price per thousand.	
					Printed.	Plain.
			White.			
1	2,000,000	Logan, Swift & Brigham Envelope Co., of Worcester, Mass.	10½ by 4⅛ inches, 50 pounds	50	$1.35	$1.28
2	4,000,000	.....do	9⅝ by 4⅛ inches, 50 pounds	50	1.14	1.07
3	16,000,000	.....do	8¼ by 3⅞ inches, 50 pounds	50	1.05	.98
4	1,000,000	.....do	8⅜ by 3⅝ inches, 50 pounds	50	1.00	.93
5	200,000	.....do	6¼ by 3⅝ inches, 50 pounds	50	.73	.68
6	3,600,000	.....do	6 by 3½ inches, 50 pounds	50	.69	.64
7	900,000	.....do	5½ by 3½ inches, 50 pounds	50	.60	.55
8	3,000	.....do	4⅝ by 2⅝ inches, 50 pounds	50	.....	.57
			Cream laid.			
9	160,000	Springfield Envelope Co., of Springfield, Mass.	10½ by 4⅛ inches, highly calendered, No. 1 quality, 60 pounds.	43	2.13	1.83
10	25,000	.....do	10½ by 4⅛ inches, same as above, 70 pounds.	49	2.60	2.10
11	45,000	Logan, Swift & Brigham Envelope Co., of Worcester, Mass.	9⅝ by 4⅛ inches, same as above, 60 pounds.	53	1.42	1.35
12	200,000	.....do	8¼ by 3⅞ inches, same as above, 60 pounds.	53	1.25	1.18
13	30,000	.....do	8⅜ by 3⅝ inches, same as above, 60 pounds.	53	1.26	1.16
14	12,000	.....do	6¼ by 3⅝ inches, same as above, 60 pounds.	53	1.23	1.03
15	400,000	.....do	6 by 3½ inches, same as above, 50 pounds.	43	.69	.64
16	130,000	.....do	5½ by 3½ inches, same as above, 50 pounds.	43	.63	.58
			Azure blue.			
17	16,000	Logan, Swift & Brigham Envelope Co., of Worcester, Mass.	11½ by 5 inches, 50 pounds	40	1.95	1.80
18	150,000	.....do	9⅝ by 4⅛ inches, 50 pounds	40	1.24	1.17
19	25,000	.....do	8¼ by 3⅞ inches, 50 pounds	40	1.20	1.10
20	80,000	.....do	6¼ by 3⅝ inches, 50 pounds	40	.76	.71
21	65,000	.....do	5½ by 3½ inches, 50 pounds	40	.64	.59
			Miscellaneous.			
22	1,000	Easton & Rupp, of Washington, D.C.	7 by 4⅛ inches, Hurd's satin wove, No. 51-9, 60 pounds, white.	.....	.....	5.40
		.....do	Crane's extra superfine, 51-9, 60 pounds, white.	.....	.....	7.80
		R. Carter Ballantyne, of Washington, D. C.	imperial Irish linen, 1520-23 (R. & P.), cream.	.....	.....	4.56
23	1,000	Easton & Rupp, of Washington, D.C.	7 by 3⅛ inches, Hurd's Irish linen, white or cream.	.....	.....	4.50
		R. Carter Ballantyne, of Washington, D. C.	pure Irish linen, 520-8, white.	.....	.....	4.00
24	1,000	Easton & Rupp, of Washington, D.C.	6¼ by 4 inches, Crane's parchment vellum, 70 pounds, cream.	.....	.....	7.60
		R. Carter Ballantyne, of Washington, D. C.	parchment vellum, 254-1 B (R. & P.), cream.	.....	.....	3.96

No. 22.—*Schedule of envelopes to be furnished the several Executive Departments of the Government, at Washington, D. C., during the year beginning July 1, 1897, under contracts made by the Postmaster-General, etc.*—Continued.

Item No. of contract schedule.	Estimated number required.	Contractor.	Description of envelopes. (Weight stated, except "Miscellaneous," is per ream of paper of 500 sheets, 22½ by 30 inches.)	Tensile strength. (Figures indicate points of Morrison tester.	Price per thousand. Printed.	Price per thousand. Plain.
			Miscellaneous—Continued.			
25	3,500	Easton & Rupp, of Washington, D.C.	6¼ by 4¾ inches, Crane's kid finish, 60 pounds (N. S. 6¼ or 11), white or cream.			$6.50
		.....do.....	Hurd's royal vellum, 60 pounds (N. S. 6¼ or 11), white or cream.			4.85
		R. Carter Ballantyne, of Washington, D. C.	velvet finish, 758 (R. & P.), white or cream.			3.90
26	5,000	Easton & Rupp, of Washington, D.C.	6¼ by 3½ inches, Crane's bond (N. S. 6½), No. 29, white.			6.70
		R. Carter Ballantyne, of Washington, D. C.	Crane's bond, 6½, white.			3.60
		.....do.....	bond, 310–6½ (R. & P.), white.			3.05
27	18,500	Easton & Rupp, of Washington, D.C.	6 by 3½ inches, Crane's parchment vellum (N. S. 6), 70 pounds, cream.			4.75
		.....do.....	Crane's parchment vellum (N. S. 6), 50 pounds, cream.			3.75
		.....do.....	Crane's parchment vellum (N. S. 6½), 70 pounds, cream.			5.50
		.....do.....	Crane's parchment vellum (N. S. 6½), 50 pounds, cream.			4.32
		.....do.....	Whiting's Westminster vellum, 6½, 70 pounds, cream or azure.			5.20
		.....do.....	Marcus Ward & Co.'s royal Irish linen, 211–7, cream.			4.10
		.....do.....	Marcus Ward & Co.'s royal Irish linen, 213–7, cream.			3.40
		R. Carter Ballantyne, of Washington, D. C.	Marcus Ward & Co.'s royal Irish vellum, 151–7, azure.			3.95
		.....do.....	Marcus Ward & Co.'s royal Irish linen, 221–7, cream.			3.95
		.....do.....	parchment vellum, 2560–6, XXX (R. & P.), cream.			3.43
		.....do.....	parchment vellum, 2540–6, XX (R. & P.), cream.			3.10
28	37,000	Easton & Rupp, of Washington, D. C.	6 by 3½ inches, Whiting's standard linen, 6½, 54 pounds, white.			4.95
		.....do.....	Crane's distaff linen (N. S. 6), 54 pounds, cream.			4.22
		.....do.....	Crane's distaff linen (N. S. 6½), 54 pounds, cream.			4.69
		.....do.....	perfection linen, 6–XX, cream laid, cream.			1.40
		R. Carter Ballantyne, of Washington, D. C.	Marcus Ward & Co.'s royal Irish linen, 213–7 and 214–7, cream.			3.24

No. 22.—*Schedule of envelopes to be furnished the several Executive Departments of the Government, at Washington, D. C., during the year beginning July 1, 1897, under contracts made by the Postmaster-General, etc.*—Continued.

Item No. of contract schedule.	Estimated number required.	Contractor.	Description of envelopes. (Weight stated, except "Miscellaneous," is per ream of paper of 500 sheets, 22½ by 30 inches.)	Tensile strength. (Figures indicate points of Morrison tester.)	Price per thousand.	
					Printed.	Plain.
			Miscellaneous—Continued.			
28	37,000	R. Carter Ballantyne, of Washington, D. C.	6 by 3½ inches, Marcus Ward & Co.'s royal Irish linen, 211–7 and 212–7, cream.	.....	.....	$3.98
		.....do.....	pure Irish linen, 520–6 (R. & P.), cream.	.....	.....	3.20
29	13,000	Easton & Rupp, of Washington, D. C.	6 by 3½ inches, Crane's bond (N. S. 6), No. 21, white.	.....	.....	4.68
		.....do.....	Crane's bond (N. S. 6½), No. 21, white.	.....	.....	5.40
		R. Carter Ballantyne, of Washington, D. C.	Crane's bond (N. S. 6), No. 21 (R. & P.), white.	.....	.....	6.20
		.....do.....	Monarch bond, Marcus Ward & Co.'s, 7, white.	.....	.....	2.70
30	8,000	Easton & Rupp, of Washington, D. C.	5¾ by 4¾ inches, Whiting's Westminster vellum (N. S. 5¾), 50 pounds, cream.	.....	.....	5.70
		.....do.....	Crane's parchment vellum (N. S. 5¾), 50 pounds, cream.	.....	.....	5.20
		R. Carter Ballantyne, of Washington, D. C.	parchment vellum, 254–B, No. 0 (R. & P.), cream.	.....	.....	3.60
31	5,000	Easton & Rupp, of Washington, D. C.	5 $\frac{5}{16}$ by 3 $\frac{5}{16}$ inches, Whiting's standard linen, 6¼, 54 pounds, and No. 4125, Lakewood, cream.	.....	.....	4.36
		.....do.....	Whiting's standard linen, No. 4125, Lakewood, white.	.....	.....	4.84
		.....do.....	Whiting's woven linen, Lakewood, white or azure.	.....	.....	4.64
		.....do.....	Whiting's consulate linen, Lakewood, white or azure.	.....	.....	4.66
		.....do.....	Hurd's imperial ledger, 60 pounds, Gladstone, cream.	.....	.....	3.20
		R. Carter Ballantyne, of Washington, D. C.	Marcus Ward & Co.'s royal Irish linen, 201 and 211, Victoria, cream or azure.	.....	.....	3.98
		.....do.....	bond, 312–6 (R. & P.), white.	.....	.....	2.45
32	75,000	Easton & Rupp, of Washington, D. C.	5½ by 4½ inches, Hurd's Irish linen (N. S. 5½), cream.	.....	.....	4.40
		.....do.....	Crane's distaff linen (N. S. 5½), 54 pounds, cream.	.....	.....	6.00
		R. Carter Ballantyne, of Washington, D. C.	pure Irish linen, 5206 (R. & P.), cream.	.....	.....	3.82
33	20,000	Easton & Rupp, of Washington, D. C.	5½ by 3½ inches, Crane's distaff linen (N. S. 5), 54 pounds, cream.	.....	.....	4.22
		.....do.....	Whiting's standard linen, 5, 54 pounds, white.	.....	.....	4.36
		R. Carter Ballantyne, of Washington, D. C.	Marcus Ward & Co.'s royal Irish linen, 211–6, cream.	.....	.....	3.24
		.....do.....	pure Irish linen, 520–5 (R. & P.), cream.	.....	.....	3.00

No. 22—*Schedule of envelopes to be furnished the several Executive Departments of the Government, at Washington, D. C., during the year beginning July 1, 1897, under contracts made by the Postmaster-General, etc.*—Continued.

Item No. of contract schedule.	Estimated number required.	Contractor.	Description of envelopes. (Weight stated, except "Miscellaneous," is per ream of paper of 500 sheets, 22½ by 30 inches.)	Tensile strength. (Figures indicate points of Morrison tester.)	Price per thousand. Printed.	Price per thousand. Plain.
			Miscellaneous—Continued.			
34	30,000	R. Carter Ballantyne, of Washington, D. C.	5⅛ by 3⅛ inches, Marcus Ward & Co.'s pure flax linen, 411–6, cream.	.....	.....	$2.70
		Easton & Rupp, of Washington, D. C.	Hurd's Irish linen (N. S. 5), 54 pounds, cream.	.....	.....	2.00
		.....do	Hurd's Cambridge linen (N. S. 5), 54 pounds, cream.	.....	.....	2.12
		.....do	perfection linen, cream laid.	.....	.....	1.36
35	6,000	.....do	5⅛ by 3⅛ inches, Crane's parchment vellum, cream.	.....	.....	3.74
		R. Carter Ballantyne, of Washington, D. C.	parchment vellum, 254–5, XX (R. & P.), cream.	.....	.....	2.65
36	3,000	.....do	5⅛ by 3⅛ inches, Marcus Ward & Co.'s royal Irish vellum, 121–6, white.	.....	.....	3.24
37	11,000	Easton & Rupp, of Washington, D. C.	5⅛ by 4½ inches, Crane's distaff linen (N. S. 5½), 64 pounds, cream.	.....	.....	5.90
38	18,000	.....do	5⅛ by 3⅜ inches, Hurd's royal vellum, 70 pounds, white.	.....	.....	3.20
		.....do	Crane's doeskin, 70 pounds (royal), white.	.....	.....	3.75
		.....do	Whiting's standard linen, 70 pounds (royal).	.....	.....	5.86
39	54,000	.....do	5⅛ by 4½ inches, Hurd's standard (N. S. 5½) 70 pounds, cream.	.....	.....	3.14
		R. Carter Ballantyne, of Washington, D. C.	Hurd's satin wove (N. S. 5½), 70 pounds, white.	.....	.....	3.71
40	20,000	.....do	5⅛ by 4 1/16 inches, Marcus Ward & Co.'s royal Irish vellum, 151–13 and 121–13, cream or azure.	.....	.....	3.98
		Easton & Rupp, of Washington, D. C.	Crane's parchment vellum, 50 pounds, cream.	.....	.....	3.74
		.....do	Crane's parchment vellum, 70 pounds, white.	.....	.....	4.70
41	15,000	R. Carter Ballantyne, of Washington, D. C.	5⅛ by 4 1/16 inches, parchment vellum, 254–5, cream.	.....	.....	2.95
		.....do	parchment vellum, 256–5, cream.	.....	.....	3.35
42	220,000	Easton & Rupp, of Washington, D. C.	5⅛ by 4 1/16 inches, Whiting's consulate linen (N. S. 4½), white or azure.	.....	.....	4.00
		.....do	Crane's distaff linen, cream.	.....	.....	4.22
		.....do	Whiting's standard linen (N. S. 4½), 54 pounds, cream.	.....	.....	4.36
		.....do	Whiting's standard linen (N. S. 4½), 70 pounds, cream.	.....	.....	5.86
		.....do	Hurd's Irish linen, No. 65, white.	.....	.....	2.60
		.....do	our new linen, cream..	.....	.....	1.20
		.....do	perfection linen, 5–XX, cream.	.....	.....	1.50

No. 22.—*Schedule of envelopes to be furnished the several Executive Departments of the Government, at Washington, D. C., during the year beginning July 1, 1897, under contracts made by the Postmaster-General, etc.*—Continued.

Item No. of contract schedule.	Estimated number required.	Contractor.	Description of envelopes. (Weight stated, except "Miscellaneous," is per ream of paper of 500 sheets, 22½ by 30 inches.)	Tensile strength. (Figures indicate points of Morrison tester.)	Price per thousand.	
					Printed.	Plain.
			Miscellaneous—Continued.			
42	220,000	R. Carter Ballantyne, of Washington, D. C.	5½ by 4 7/16 inches, Marcus Ward & Co.'s royal Irish linen, 211–13, cream or azure.	.....	.....	$3.98
		.....do	Marcus Ward & Co.'s pure flax linen, 411–13, cream or azure.	.....	.....	3.24
		.....do	Marcus Ward & Co.'s royal Irish linen, 213–13, or 219–13, cream.	.....	.....	3.24
		.....do	pure Irish linen, 520–5, cream.	.....	.....	3.30
43	6,000	Easton & Rupp, of Washington, D. C.	5½ by 4 7/16 inches, Crane's old style, white.	.....	.....	4.70
		.....do	Crane's old style bond, white.	.....	.....	5.30
		R. Carter Ballantyne, of Washington, D. C.	Bond (R. & P.), 300–5, white.	.....	.....	2.47
		.....do	pure Irish linen, 110–5, white.	.....	.....	2.47
44	1,000	Easton & Rupp, of Washington, D. C.	5½ by 4 7/16 inches, Crane's superfine antique laid, 50 pounds, cream.	.....	.....	2.98
45	65,000	.....do	5½ by 4 7/16 inches, Hurd's Egyptian linen, 16 pounds, cream.	.....	.....	2.20
		.....do	Hurd's Egyptian linen, 12 pounds cream.	.....	.....	2.00
		R. Carter Ballantyne, of Washington, D. C.	pure Irish linen, 160–5 (R. & P.), cream.	.....	.....	2.50
46	45,000	Easton & Rupp, of Washington, D. C.	4¼ by 3¼ inches, Whiting's consulate linen (N. S. 3½), white or azure,	.....	.....	4.00
		.....do	Crane's distaff linen, cream.	.....	.....	3.60
		.....do	Whiting's standard linen (N. S. 3½), 54 pounds, cream.	.....	.....	4.20
		.....do	perfection linen, 4–XX, cream laid.	.....	.....	1.40
		R. Carter Ballantyne, of Washington, D. C.	Marcus Ward & Co.'s royal Irish linen, 213–12, cream.	.....	.....	2.80
		.....do	Marcus Ward & Co.'s royal Irish linen, 211–12, cream.	.....	.....	3.49
		.....do	pure Irish linen, 420–4 (R. & P.), cream.	.....	.....	2.62
		.....do	pure Irish linen, 520–4 (R. & P.), cream.	.....	.....	2.95
47	1,000	Easton & Rupp, of Washington, D. C.	4¼ by 3¼ inches, Crane's bond, No. 25, cream.	.....	.....	4.46
		.....do	Crane's bond, No. 21, white.	.....	.....	3.96
		R. Carter Ballantyne, of Washington, D. C.	bond, 312–4 (R. & P.), white.	.....	.....	4.18

No. 22.—*Schedule of envelopes to be furnished the several Executive Departments of the Government, at Washington, D. C., during the year beginning July 1, 1897, under contracts made by the Postmaster-General, etc.*—Continued.

Item No. of contract schedule.	Estimated number required.	Contractor.	Description of envelopes. (Weight stated, except "Miscellaneous," is per ream of paper of 500 sheets, 22½ by 30 inches.)	Tensile strength. (Figures indicate points of Morrison tester.)	Price per thousand. Printed.	Price per thousand. Plain.
			Miscellaneous—Continued.			
48	2,000	Easton & Rupp, of Washington, D.C.	4½ by 3½ inches, Hurd's Irish linen, 54 pounds, Princess, cream.	.....	.....	$3.20
		.....do	Hurd's Cambridge linen, 54 pounds, Princess, cream.	.....	.....	1.98
		R. Carter Ballantyne, of Washington, D. C.	pure Irish linen, 520–4 (R. & P.), cream.	.....	.....	2.95
49	2,000	Easton & Rupp, of Washington, D.C.	3½ by 2¼ inches, Hurd's Irish linen, 54 pounds (N. S. O.), cream.	.....	.....	1.70
		.....do	Hurd's Cambridge linen, 54 pounds (N. S. O.), cream.	.....	.....	1.54
		R. Carter Ballantyne, of Washington, D. C.	pure Irish linen, 520–1 (R. & P.), cream.	.....	.....	2.75
			Cloth-lined.			
50	5,000	R. Carter Ballantyne, of Washington, D. C.	16 by 10 inches (to be made of 60-pound rope manila).	89	$42.34	41.89
51	500	.....do	15½ by 10½ inches, white, open end.....	89	36.62	35.62
52	3,000	.....do	15½ by 9⅞ inches, azure.....	89	36.12	35.62
53	2,000	.....do	13 by 8½ inches, azure.....	89	27.90	27.40
54	2,000	.....do	11 by 9 inches, white	89	27.90	27.40
55	10,000	.....do	10⅞ by 4⅞ inches, white	89	12.14	11.69
56	2,000	.....do	10⅛ by 6 inches, white	89	18.90	18.40
57	1,000	.....do	10⅛ by 4⅞ inches, azure.....	89	12.19	11.69
58	25,000	.....do	10 by 5 inches, azure.....	89	13.30	13.00
59	16,000	.....do	10 by 4½ inches, white	89	11.30	10.90
60	1,000	.....do	9⅞ by 6⅜ inches, azure.....	89	18.90	18.40
61	55,000	.....do	9½ by 4 inches, azure.....	89	9.22	8.92
62	5,000	.....do	6⅞ by 4⅞ inches, azure.....	89	10.60	10.15
63	10,000	.....do	6½ by 3⅝ inches, azure.....	89	5.85	5.40
			Manila.			
64	10,000	Springfield Envelope Co., of Springfield, Mass.	16 by 10 inches (rope manila), 100 pounds.	180½	10.50	9.50
65	27,000	.....do	15 by 12 inches, 100 pounds.....	145	7.70	7.20
66	1,000	.....do	15 by 11 inches, 100 pounds.....	145	9.72	7.73
67	31,000	.....do	15 by 10 inches, 100 pounds.....	145	7.25	6.50
68	10,000	The White, Corbin & Co., of Rockville, Conn.	15 by 9½ inches (rope manila), 100 pounds.	130–145	8.48	8.18
69	1,500	Springfield Envelope Co., of Springfield, Mass.	15 by 9 inches, 100 pounds	145	7.60	6.50
70	75,000	.....do	14 by 10 inches, 100 pounds	145	6.20	5.90
71	12,000	.....do	14 by 10 inches, 80 pounds	117	6.75	5.75
72	10,000	.....do	13⅝ by 8⅞ inches, 80 pounds.....	117	6.50	5.50
73	1,000	.....do	13½ by 6½ inches, 80 pounds.....	117	6.25	5.25
74	160,000	.....do	13 by 11 inches, 80 pounds.....	117	5.30	5.00
75	19,000	.....do	12¾ by 10½ inches, 80 pounds.....	117	5.35	4.95
76	46,000	.....do	12⅔ by 9 inches, 100 pounds.....	145	5.19	4.89
77	60,000	The White, Corbin & Co., of Rockville, Conn.	12⅛ by 9 inches, 60 pounds.....	55–63	4.72	4.53
78	25,000	Springfield Envelope Co., of Springfield, Mass.	12½ by 6 inches, square lap, 80 pounds..	117	4.45	4.20
79	105,000	.....do	12½ by 5½ inches, 60 pounds.....	64	3.01	2.81

No. 22.—*Schedule of envelopes to be furnished the several Executive Departments of the Government, at Washington, D. C., during the year beginning July 1, 1897, under contracts made by the Postmaster-General, etc.*—Continued.

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					Printed.	Plain.
			Manila—Continued.			
80	12,000	The White, Corbin & Co., of Rockville, Conn.	12 by 10½ inches, 50 pounds	31-41	$3.80	$3.50
81	6,000	.....do	12 by 10 inches, open end, 50 pounds	31-41	3.50	3.20
82	3,000	.....do	12 by 9½ inches, 50 pounds	31-41	3.75	3.25
83	125,000	Springfield Envelope Co., of Springfield, Mass.	12 by 9½ inches, 80 pounds	117	4.10	3.90
84	1,000	.....do	12 by 9 inches, open end, 60 pounds	64	4.75	3.75
85	25,000	.....do	12 by 8 inches, 80 pounds	117	4.20	3.90
86	350,000	.....do	12 by 8 inches, 60 pounds	64	3.25	3.05
87	35,000	.....do	11½ by 9½ inches, 80 pounds	117	4.10	3.90
88	100,000	.....do	11½ by 8½ inches, 60 pounds	64	3.40	3.20
89	46,000	.....do	11½ by 7½ inches, 80 pounds	117	4.10	3.80
90	50,000	.....do	11½ by 7 inches, 80 pounds	117	4.05	3.75
91	100,000	.....do	11½ by 5 inches, 80 pounds	117	2.44	2.24
92	6,000	.....do	11½ by 7½ inches, 100 pounds	145	5.00	4.31
93	25,000	.....do	11 by 9 inches, 60 pounds	64	3.53	3.33
94	105,000	.....do	11 by 8 inches, 60 pounds	64	3.24	3.10
95	5,000	The White, Corbin & Co., of Rockville, Conn.	11 by 7½ inches, 50 pounds	31-41	3.19	2.89
96	75,000	.....do	11 by 5 inches, 50 pounds	31-41	1.70	1.50
97	200,000	Springfield Envelope Co., of Springfield, Mass.	10½ by 7½ inches, open end, 50 pounds	42	2.95	2.75
98	360,000	.....do	10½ by 7 inches, 60 pounds	64	2.85	2.65
99	8,500,000	.....do	10½ by 6½ inches, 40 pounds	38	1.59	1.39
100	4,000	The White, Corbin & Co., of Rockville, Conn.	10½ by 5½ inches, 50 pounds	31-41	3.13	2.63
101	203,000	.....do	10½ by 6½ inches, 50 pounds	31-41	1.73	1.53
102	103,000	Springfield Envelope Co., of Springfield, Mass.	10½ by 4½ inches, ungummed, 80 pounds	117	2.05	1.85
103	15,000	.....do	10½ by 8½ inches, 60 pounds	64	3.60	3.20
104	210,000	.....do	10½ by 4½ inches, 40 pounds	38	1.37	1.17
105	2,500	The White, Corbin & Co., of Rockville, Conn.	10 by 6½ inches, open end, 40 pounds	25-36	1.97	1.47
106	1,000	Springfield Envelope Co., of Springfield, Mass.	10 by 5 inches, double fold, 80 pounds	117	6.25	5.25
107	53,000	.....do	9½ by 6½ inches, 100 pounds	145	4.20	4.00
108	200,000	.....do	9½ by 5½ inches, 50 pounds	42	2.28	2.08
109	1,000	.....do	9½ by 4½ inches, 80 pounds	117	3.50	2.50
110	125,000	.....do	9½ by 4½ inches, ungummed, 60 pounds	64	1.40	1.26
111	40,000	The White, Corbin & Co., of Rockville, Conn.	9½ by 4½ inches, 40 pounds	25-36	1.17	.97
112	950,000	.....do	9⅛ by 4½ inches, 36 pounds	23-26	1.08	.88
113	423,000	Springfield Envelope Co., of Springfield, Mass.	8½ by 3½ inches, 60 pounds	64	1.30	1.10
114	50,000	.....do	8½ by 3½ inches, ungummed, 60 pounds	64	1.50	1.20
115	160,000	The White, Corbin & Co., of Rockville, Conn.	8½ by 3½ inches, 28 pounds	15-20	1.05	.85
116	75,000	Springfield Envelope Co., of Springfield, Mass.	8⅛ by 3⅛ inches, ungummed, 50 pounds	42	1.14	.94
117	500,000	.....do	8⅛ by 3⅛ inches, 36 pounds	25	1.04	.84
118	1,300,000	.....do	6¾ by 3½ inches, 28 pounds	17	.88	.68
119	55,000	.....do	6 by 3½ inches, 28 pounds	17	.68	.48
120	175,000	.....do	5½ by 3½ inches, open end, 80 pounds	117	1.35	1.10
121	50,000	.....do	5½ by 4 inches, open end, ungummed, 80 pounds.	117	2.52	2.20

No. 22.—*Schedule of envelopes to be furnished the several Executive Departments of the Government, at Washington, D. C., during the year beginning July 1, 1897, under contracts made by the Postmaster-General, etc.*—Continued.

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					Printed.	Plain.
			Manila—Continued.			
122	80,000	The White, Corbin & Co., of Rockville, Conn.	5 7/16 by 3 3/16 inches, 28 pounds	15–20	$0.69	$0.49
123	100,000	.....do	4⅛ by 2⅝ inches, 40 pounds	25–36	.71	.51
124	5,000	.....do	4¾ by 2⅛ inches, open end, 50 pounds	31–41	.82	.52
125	1,000	Springfield Envelope Co., of Springfield, Mass.	2 by 2 inches, 50 pounds	42	2.67	1.67

REPORT

OF THE

FOURTH ASSISTANT POSTMASTER-GENERAL

FOR THE

FISCAL YEAR ENDED JUNE 30, 1897.

REPORT

OF THE

FOURTH ASSISTANT POSTMASTER-GENERAL.

POST-OFFICE DEPARTMENT,
OFFICE FOURTH ASSISTANT POSTMASTER-GENERAL,
Washington, D. C., October 26, 1897.

SIR: I have the honor to invite your attention to the following statement of the operation of this Bureau for the fiscal year ended June 30, 1897:

The Bureau consists of three divisions.

The Division of Appointments, wherein all papers relative to the appointment of postmasters are briefed, filed, and jacketed for the consideration of the Fourth Assistant Postmaster-General, the Postmaster-General, and the President.

The Division of Bonds and Commissions, in which all records pertaining to bonds and commissions of postmasters are kept.

The Division of Post-office Inspectors and Mail Depredations, which is in fact two divisions, though commonly designated as one, consisting of post-office inspectors, under charge of the chief post-office inspector, and the division of mail depredations, under charge of a chief clerk, where the records of all depredations upon the mails are kept.

THE DIVISION OF APPOINTMENTS.

A comprehensive view of the work of this division may be had by considering it under the following subdivisions:

Appointments of postmasters;
Establishment and discontinuance of post-offices;
Deaths and resignations of postmasters;
Changes in post-office names and sites;
Complaints and charges against postmasters.

APPOINTMENT OF POSTMASTERS.

All correspondence and recommendations bearing upon the appointment of postmasters are referred to this division to be briefed, jacketed, and filed. For convenience the division is divided into sections of two or more States, and a clerk is put in charge of each of these sections, who has immediate charge of papers pertaining to the post-offices located in the States belonging to his section. These section clerks are under the supervision of the chief of the division. Books of record are kept showing by States the names of post-offices alphabetically

arranged, and the names of postmasters and the dates of their appointment and dates upon which they are commissioned. These records also show at a glance the names of the postmasters who have served at a given place for a number of years past.

A journal is kept by the chief of the division containing the daily record of all changes in postmasters, changes in the names of post-offices, showing the county and State in which the post-office is located, the name of the retiring postmaster and the name of the appointee, and the reason for the change; also a record of the establishment and discontinuance of post-offices. A condensed weekly report is made from this daily journal.

In the preparation of papers in the Appointment Division, post-offices are divided into two general classes—Presidential and Fourth-class.

A Presidential office is an office where the salary of the postmaster amounts to not less than $250 per quarter for four consecutive quarters and the gross receipts for the same time amount to $1,900. When an office has paid the above amount for four consecutive quarters, and the gross receipts have amounted to $1,900 or more, it is then advanced to the Presidential class.

Presidential offices are divided into three classes—First, Second, and Third. A first-class office is one in which the gross receipts are over $40,000 per annum, the salary of the postmaster of the same being from $3,000 to $6,000. A second-class office is one where the gross receipts amount to $8,000 and not exceeding $40,000 per annum, the salary of the postmasters of this class being from $2,000 to $2,900 per annum. A third-class office is one where the gross receipts are $1,900 and not exceeding $8,000 per annum, the salary of the postmaster being from $1,000 to $1,900 per annum.

Fourth-class offices comprise all offices where the receipts are less than $1,900 per annum, or where the salary of the postmaster does not amount to $250 per quarter for four consecutive quarters. Fourth-class offices are divided into three kinds—money order, limited money order, and nonmoney order. A money order office is one where money orders are sold in all sums not to exceed $100. A limited money order office is one where money orders are sold in sums not to exceed $5. Nonmoney order offices are offices that are not authorized to do a money order business.

Presidential postmasters are appointed by the President and confirmed by the Senate. Fourth-class postmasters are appointed by the Postmaster-General. Papers in all Presidential cases are prepared in the Appointment Division and submitted to the Fourth Assistant Postmaster-General, and by him to the Postmaster-General, who in turn submits them to the President with whatever recommendation he may have to make. When the Senate is in session the President sends the names of Presidential postmasters to the Senate for consideration. When these nominations by the President are confirmed by the Senate, notice of appointment is then mailed from the Bond Division to the appointee. After the bond of the newly appointed postmaster is filed and approved a commission is then issued. The commission dates from the date of confirmation, and is for a term of four years. When the Senate is not in session a vacation appointment is made. In vacation appointments cases are prepared for the consideration of the Postmaster-General and President in the same way as above stated. The President signs the appointment of the postmaster, notice and blank bond are immediately forwarded him, and upon the approval of the bond he is commissioned, which commission holds until the adjourn-

ment of the first session of the Senate following his appointment, or until his confirmation by the Senate, unless said commission is sooner revoked by the President.

When the Senate meets, the President sends in a list of all vacation appointments for consideration, and upon confirmation of any postmaster by the Senate his commission, as a postmaster appointed in vacation terminates, and upon the filing of a new bond he is commissioned for a term of four years from the date of the confirmation.

Fourth-class postmasters are appointed by the Postmaster-General. This class of cases is prepared in the Appointment Division and submitted by the chief of the division to the Fourth Assistant Postmaster-General, who initials the jackets authorizing the appointment of postmasters. Notice of appointment and blank bond are sent out by the Bond Division to the appointee, and upon the approval of his bond a commission is issued, signed by the Postmaster-General, dating from the date upon which the commission is issued.

ESTABLISHMENT AND DISCONTINUANCE OF POST-OFFICES.

In the establishment of post-offices it has been the policy of this bureau, since the beginning of the present Administration, to establish a new post-office wherever it is desired and it is shown that it will accommodate a reasonable number of people, the purpose being to give the people the most convenient mail facilities possible, believing that such a policy contributes to popular intelligence and good citizenship. When a substantial request is made for a new post-office, blanks covering the necessary inquiries are forwarded. When returned, favorable or adverse action is taken, as the good of the service may direct. The petitioners are always advised of the decision of the Department and reasons therefor.

In cases where an office ceases to be a public necessity, or it is impossible to secure a suitable postmaster, the office is discontinued; but before discontinuing the same a public notice is posted upon the door of the post-office for fifteen days, stating that upon a certain day the office will be discontinued; and if in the meantime the people petition for its continuance, and present a suitable candidate for postmaster, the office is continued and the party whose name they present for postmaster is appointed.

DEATHS AND RESIGNATIONS OF POSTMASTERS.

Upon receiving the notice of the death of a postmaster a record of the same is made and the Division of Bonds and Commissions is notified, that the sureties may be officially advised as to how to proceed in the emergency until a successor to the deceased postmaster may be appointed. When the resignation of a postmaster is received it is filed and steps are at once taken to secure a successor.

CHANGES IN NAMES AND SITES.

In the naming of post-offices it is the policy of the bureau to give plain, simple names of a single word. This rule, however, is too frequently interfered with by local conditions. A sentiment emanating from some historical incident or some special business interests of the locality may create in the minds of the people a desire for some special name that does not conform to the rule, and in deference to this sentiment or

interest the bureau often finds it necessary to make exceptions to the rule.

In the changing of the site of Fourth-class post-offices it is the policy of the bureau to consult the greatest convenience of the largest number of patrons, and in many of these cases such bitter controversies over the location of the post-office are aroused that it is found necessary to send an inspector to make a personal investigation of the matter.

COMPLAINTS AGAINST POSTMASTERS.

Complaints against postmasters are frequent. Whenever it appears from their nature that they are worthy of consideration, careful attention is given the same, and if the gravity of the case warrants, it is referred to an inspector for thorough investigation.

The following tables and explanatory notes in connection therewith give a comprehensive idea of the work done in the Appointment Division for the fiscal year.

OPERATIONS OF THE APPOINTMENT DIVISION.

Post-offices established, discontinued, advanced to Presidential grade, relegated to Fourth class, total number of offices, etc.

	June 30—		Increase.	Decrease.
	1896.	1897.		
Post-offices established	2,046	1,601	.....	445
Post-offices discontinued	1,750	939	.....	811
Net increase over previous year	296	662	366	.....
Fourth-class offices advanced to Presidential	180	158	.....	22
Presidential offices relegated to Fourth class	39	22	.....	17
Number of Presidential offices	3,635	3,762	127	.....
Number of Fourth-class offices	66,725	67,260	535	.....
Total number of offices	70,360	71,022	662	.....

APPOINTMENTS DURING THE YEAR.

	June 30—		Increase.	Decrease.
	1896.	1897.		
Presidential offices:				
On resignations	36	70	34	.....
On deaths	43	40	.....	3
On expiration of terms	336	214	.....	122
On removals	25	129	104	.....
On offices becoming Presidential	180	194	14	.....
Total number of Presidential appointments during the year	620	647	152	125
Fourth-class offices:				
On resignations	7,312	7,299	.....	13
On deaths	796	722	.....	74
On removals at expiration of four years' service	896	4,293	3,397	.....
On removals	420	822	402	.....
On offices relegated from Presidential to Fourth class	39	22	.....	17
On establishments	2,046	1,601	.....	445
Total number of Fourth-class appointments	11,509	14,759	3,799	549
Total number of appointments	12,129	15,406	.....	.....

ESTABLISHMENTS, DISCONTINUANCES, AND CHANGES OF NAMES AND SITES.

Total number of post-offices established during the year	1,601
Total number of post-offices discontinued during the year	939
Total number of names and sites changed	1,067

A.—*Showing number of appointments of Presidential offices during the year, by States and Territories.*

States and Territories.	Resigned.	Commissions expired.	Removed.	Deceased.	Offices become Presidential.	Total number of cases.
		1	3		4	8
					1	1
s	4	4	1		1	10
a	2	6		1	3	12
	1	3	6	1	1	12
cut		6			4	10
s		2				2
			2		4	6
	1	5	2	1	2	11
		1	1		5	7
	8	7	13	4	8	40
	8	6	16	1	5	36
erritory			2		3	5
	2	22	6	1	16	47
	7	2	9	1	4	23
y	3	2	2		1	8
a		2	4		4	10
	1	1	1		1	4
d		2	1		1	4
usetts	3	19	3	3	6	34
n	1	5	4	1	10	21
ta	1	10	4	1	16	32
ppi	1	4	2		1	8
	6	7	7	3	5	28
		5	3		1	9
a		11	2		2	15
					1	1
mpshire		3				3
sey		7	1	4	4	16
rk	3	13	6	5	12	39
arolina	2	3	1	2	4	12
akota					6	6
	2	8	2		10	22
na			1		1	2
					2	2
vania	1	17	3	1	21	43
sland		3				3
arolina	1		1		1	3
akota	2	1	2		2	7
ee	2	2	2		4	10
	4	9	3	4	4	24
					2	2
	1	1	1		2	5
	1	5	3	1	4	14
gton					2	2
rginia	2		4		1	7
sin		8	3	3	2	16
ng		1	2	2		5
tal	70	214	129	60	194	667

—The excess of appointments at offices becoming Presidential over the number of offices d to Presidential grade is occasioned by two or more appointments having been made in cases, on account of failure of confirmation by the United States Senate, in such cases another nent having been made.

TABLE B.—*Showing number of fourth-class appointments, establishments, and discontinuances, by States and Territories.*

States and Territories.	Resignations.	Removals at expiration of four years.	Removals.	Deaths.	Relegated from Presidential.	Established.	Discontinued.	Total number of cases.
Alabama	215	117	17	23	.....	39	52	463
Alaska	2	1	.....	.....	.....	11	.....	14
Arizona	17	7	1	.....	.....	25	9	59
Arkansas	298	86	20	23	.....	68	43	538
California	146	34	12	9	.....	60	25	286
Colorado	80	3	3	6	1	46	26	165
Connecticut	35	21	10	7	1	4	1	79
Delaware	19	11	3	.....	.....	.....	.....	33
District of Columbia	3	.....	1	.....	.....	1	1	6
Florida	133	42	5	16	.....	44	36	276
Georgia	267	127	10	34	.....	106	70	614
Idado	62	26	6	2	.....	31	11	138
Illinois	265	165	45	34	.....	19	20	548
Indiana	296	372	68	29	.....	41	30	836
Indian Territory	130	21	3	7	.....	40	22	223
Iowa	191	180	47	13	.....	27	7	465
Kansas	216	123	32	10	1	17	25	434
Kentucky	369	206	26	32	.....	38	37	708
Louisiana	78	27	9	6	.....	42	17	179
Maine	90	139	19	21	1	24	8	302
Maryland	82	76	14	17	1	12	8	210
Massachusetts	43	32	6	10	1	7	6	105
Michigan	183	145	29	20	1	35	16	429
Minnesota	135	48	23	9	1	76	20	312
Mississippi	151	44	5	17	.....	45	20	282
Missouri	411	225	44	26	.....	51	53	810
Montana	61	14	4	.....	.....	40	18	137
Nebraska	99	50	14	4	4	14	13	198
Nevada	9	2	1	2	.....	8	7	29
New Hampshire	36	50	14	5	.....	5	.....	110
New Jersey	56	62	17	16	.....	9	4	164
New Mexico	34	1	1	1	.....	14	7	58
New York	214	172	59	51	1	59	14	570
North Carolina	207	135	15	29	.....	13	36	435
North Dakota	63	14	4	4	.....	18	15	118
Ohio	269	233	46	24	1	39	19	631
Oklahoma	72	3	2	4	2	28	9	120
Oregon	107	41	5	8	.....	37	11	209
Pennsylvania	482	262	49	52	3	51	10	909
Rhode Island	6	4	3	2	.....	1	.....	16
South Carolina	94	13	2	13	.....	24	9	155
South Dakota	60	10	8	4	1	15	13	111
Tennessee	369	242	31	36	.....	67	31	776
Texas	288	41	8	16	.....	68	57	478
Utah	18	1	.....	3	.....	13	3	38
Vermont	56	78	20	5	.....	5	3	167
Virginia	276	289	19	35	1	55	31	706
Washington	103	17	7	3	.....	26	20	176
West Virginia	246	165	11	21	.....	16	15	474
Wisconsin	133	104	27	12	1	32	14	323
Wyoming	24	6	3	1	.....	26	7	67
Total	7,299	4,293	822	722	22	1,601	229	15,088

: C.—*Number of Presidential offices in the United States, by classes, showing increase or decrease as compared with previous year.*

ates and Territories.	First class.	Second class.	Third class.	Total June 30—		Increase.	Decrease.	Offices consolidated and discontinued.
				1897.	1896.			
ıa	3	3	33	39	36	3		
			1	1	1			
ı		3	9	12	10	2		
ıas	1	5	33	39	38	1		
nia	5	22	84	111	108	3		
lo	3	10	35	48	48			
ticut	5	20	56	81	78	3		
ıre	1		10	11	11			
t of Columbia	1			1	1			
	1	7	23	31	27	4		1
ı	4	7	35	46	44	2		
		1	13	14	10	4		
	10	45	202	257	251	6		
ı	8	33	104	145	140	5		
Territory		1	10	11	8	3		
	8	26	180	214	204	10		
	3	17	106	126	125	1		
ky	2	12	44	58	57	1		
na	1	4	20	25	22	3		
	3	12	50	65	65			
nd	1	4	22	27	27			
husetts	13	50	106	169	173		4	7
ın	7	39	121	167	164	3		
ota	3	13	90	106	94	12		
ippi		5	37	42	41	1		
ri	3	19	117	139	134	5		
a	2	4	16	22	21	1		
ka	2	9	80	91	93		2	
		1	7	8	6	2		
ıpshire	2	8	36	46	46			
rsey	8	39	52	99	95	4		
exico		2	10	12	12			
ork	17	84	222	323	312	11		
arolina		9	35	44	41	3		
Dakota		2	23	25	21	4		
	11	54	139	204	197	7		
na		3	14	17	18		1	
	1	3	20	24	23	1		
lvania	12	67	201	280	266	14		
sland	3	4	9	16	16			
arolina	1	3	27	31	29	2		
akota		7	33	40	39	1		
see	4	5	40	49	47	2		
	7	19	113	139	135	4		
	1	1	6	8	7	1		
t	1	8	33	42	41	1		
r	3	13	44	60	58	2		1
gton	3	3	26	32	31	1		
irginia	1	8	23	32	31	1		
sin	4	25	95	124	124			1
ng		2	7	9	9			
otal	169	741	2,852	3,762	3,635	134	7	10

TABLE D.—*Number of Fourth-class offices in the United States, showing money order, limited money order, and non-money order; also showing number established, discontinued, and the increase or decrease in Fourth-class post-offices as compared with previous year.*

States and Territories.	Money order.	Limited money order.	Non-money order.	Total Fourth class.	Increase over 1896.	Decrease over 1896.	Established.	Discontinued.	Advanced to Presidential	Relegated.
Alabama	273	16	1,880	2,169	.....	16	39	52	3	.....
Alaska	4	.....	26	30	11	.....	11	.....	.....	.....
Arizona	34	1	150	185	14	.....	25	9	2	.....
Arkansas	224	31	1,469	1,724	23	.....	68	43	1	.....
California	518	43	932	1,493	41	.....	69	25	3	.....
Colorado	178	23	470	671	20	.....	46	26	1	1
Connecticut	207	3	222	432	.....	.....	4	1	4	1
Delaware	36	.....	122	158	.....	.....	.....	.....	.....	.....
District of Columbia	6	.....	6	12	.....	.....	1	1	.....	.....
Florida	217	20	763	1,000	4	.....	44	36	4	.....
Georgia	332	24	2,014	2,370	34	.....	106	70	2	.....
Idaho	75	3	283	361	10	.....	31	11	4	.....
Illinois	941	40	1,298	2,279	.....	7	19	20	6	.....
Indiana	414	39	1,579	2,032	6	.....	41	30	5	.....
Indian Territory	81	8	377	466	15	.....	40	22	3	.....
Iowa	674	60	918	1,652	10	.....	27	7	10	.....
Kansas	538	44	970	1,552	.....	9	17	25	2	1
Kentucky	296	16	2,261	2,573	.....	.....	38	37	1	.....
Louisiana	171	35	811	1,017	22	.....	42	17	3	.....
Maine	324	4	817	1,145	16	.....	24	8	1	1
Maryland	245	1	892	1,138	4	.....	12	8	1	1
Massachusetts	428	2	252	682	.....	2	7	6	4	1
Michigan	597	40	1,215	1,852	16	.....	35	16	4	1
Minnesota	381	46	950	1,377	44	.....	76	20	13	1
Mississippi	226	19	1,407	1,652	24	.....	45	20	1	.....
Missouri	609	76	1,901	2,586	.....	7	51	53	5	.....
Montana	93	8	303	404	21	.....	40	18	1	.....
Nebraska	396	24	557	977	3	.....	14	13	2	4
Nevada	29	3	134	166	.....	1	8	7	2	.....
New Hampshire	190	2	325	517	5	.....	5	.....	.....	.....
New Jersey	317	2	491	810	1	.....	9	4	4	.....
New Mexico	55	6	231	292	7	.....	14	7	.....	.....
New York	1,410	17	1,903	3,330	34	.....	59	14	12	1
North Carolina	263	26	2,507	2,796	.....	26	13	36	3	.....
North Dakota	133	11	374	518	.....	1	18	15	4	.....
Ohio	898	60	2,140	3,098	13	.....	39	19	8	1
Oklahoma	62	18	405	485	20	.....	28	9	1	2
Oregon	176	29	594	799	25	.....	37	11	1	.....
Pennsylvania	1,300	33	3,402	4,735	27	.....	51	10	17	3
Rhode Island	70	.....	59	129	1	.....	1	.....	.....	.....
South Carolina	160	7	1,079	1,246	13	.....	24	9	2	.....
South Dakota	185	19	423	627	1	.....	15	13	2	1
Tennessee	272	25	2,314	2,611	34	.....	67	31	2	.....
Texas	558	83	1,986	2,627	7	.....	68	57	4	.....
Utah	75	3	225	303	9	.....	13	3	1	.....
Vermont	210	2	306	518	1	.....	5	3	1	.....
Virginia	375	10	2,789	3,174	21	.....	55	31	4	1
Washington	189	27	559	775	5	.....	26	20	1	.....
West Virginia	200	8	1,516	1,724	.....	.....	16	15	1	.....
Wisconsin	652	32	1,035	1,719	17	.....	32	14	2	1
Wyoming	32	2	238	272	19	.....	26	7	.....	.....
Total	16,329	1,051	49,880	67,260	604	69	1,601	929	158	22

The following table (E), with its comparisons, is very interesting. It shows the number of Presidential post-offices in the various States and Territories, and their numerical rank in the list, beginning with New York, the highest, which is numbered 1, and closing with Alaska (barring the District of Columbia), the lowest, which is numbered 51. It also shows the population of the States and Territories and the numerical rank of the same, and a comparison of rank in Presidential post-offices and in population. The number of Presidential post-offices in a State may be safely regarded as an index of the industry and commercial activity of its people. The number of Fourth-class post-offices may be largely controlled by local circumstances. The character of the

[illegible] in a State [illegible] ... post-offices [illegible] ... other [illegible] ... Fourth-class [illegible] ... fixed by the [illegible]

Comparative [illegible] ... Territories [illegible] ...

States and Territories.	[illegible]	[illegible]	[illegible]	[illegible]
a	[illegible]	[illegible]	[illegible]	[illegible]
ire	[illegible]	[illegible]	[illegible]	[illegible]
na	[illegible]	[illegible]	[illegible]	[illegible]
a	[illegible]	[illegible]	[illegible]	[illegible]
in	[illegible]	[illegible]	[illegible]	[illegible]
na	[illegible]	[illegible]	[illegible]	[illegible]
a	[illegible]	[illegible]	[illegible]	[illegible]
d	[illegible]	[illegible]	[illegible]	[illegible]
o	[illegible]	[illegible]	[illegible]	[illegible]
itory	[illegible]	[illegible]	[illegible]	[illegible]
Columbia	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

TABLE F.—*Showing total number of Fourth-class post-offices, by States and Territories, in numerical order, and the average compensation of fourth-class postmasters.*

States and Territories.	Fourth-class offices.	Average compensation of postmasters.	Rank in number of fourth class offices.	Rank in compensation of fourth-class postmasters.
Pennsylvania	4,735	$175.69	1	24
New York	3,330	220.74	2	10
Virginia	3,174	106.02	3	44
Ohio	3,098	110.02	4	41
North Carolina	2,796	86.10	5	51
Texas	2,627	150.12	6	28
Tennessee	2,611	87.93	7	50
Missouri	2,586	155.51	8	27
Kentucky	2,573	99.21	9	47
Georgia	2,370	106.74	10	43
Illinois	2,279	238.41	11	7
Alabama	2,109	89.86	12	49
Indiana	2,032	116.78	13	38
Michigan	1,852	198.69	14	14
Arkansas	1,724	100.63	15	49
West Virginia	1,724	109.98	16	42
Wisconsin	1,719	184.32	17	21
Iowa	1,652	243.86	18	6
Mississippi	1,652	110.56	19	40
Kansas	1,552	189.21	20	19
California	1,493	205.77	21	12
Minnesota	1,377	198.44	22	15
South Carolina	1,246	102.82	23	45
Maine	1,145	189.45	24	18
Maryland	1,138	137.98	25	35
Louisiana	1,017	150.08	26	30
Florida	1,000	142.08	27	33
Nebraska	977	233.45	28	9
New Jersey	810	250.09	29	5
Oregon	799	140.91	30	34
Washington	775	148.70	31	29
Massachusetts	682	348.89	32	1
Colorado	671	194.25	33	22
South Dakota	627	200.16	34	13
Vermont	518	211.13	35	11
North Dakota	518	172.34	36	25
New Hampshire	517	234.42	37	8
Oklahoma	485	113.68	38	39
Indian Territory	466	146.05	39	31
Connecticut	432	285.16	40	4
Montana	404	185.65	41	20
Idaho	361	170.38	42	26
Utah	303	192.69	43	17
New Mexico	292	147.09	44	32
Wyoming	272	127.02	45	37
Arizona	185	195.16	46	16
Nevada	166	144.99	47	32
Delaware	158	176.36	48	23
Rhode Island	129	318.74	49	3
Alaska	30	97.17	50	48
District of Columbia	12	320.82	51	2
Total	67,260			

Total number of post-offices in the United States on June 30 of each year since 1790.

Year.	Number.	Year.	Number.	Year.	Number.	Year.	Number.	Year.	Number.
1790	75	1812	2,610	1834	10,698	1856	25,565	1878	38,258
1791	89	1813	.....	1835	10,770	1857	26,586	1879	40,588
1792	195	1814	2,670	1836	11,091	1858	27,977	1880	42,989
1793	209	1815	3,000	1837	11,767	1859	28,539	1881	44,512
1794	450	1816	3,260	1838	12,519	1860	28,498	1882	46,231
1795	453	1817	3,459	1839	12,780	1861	28,586	1883	46,820
1796	468	1818	3,618	1840	13,468	1862	28,875	1884	48,434
1797	554	1819	4,000	1841	13,778	1863	29,047	1885	51,252
1798	639	1820	4,500	1842	13,733	1864	28,878	1886	53,614
1799	677	1821	4,650	1843	13,814	1865	20,550	1887	55,157
1800	903	1822	4,709	1844	14,103	1866	23,828	1888	57,376
1801	1,025	1823	4,043	1845	14,183	1867	25,163	1889	58 999
1802	1,114	1824	5,182	1846	14,601	1868	26,481	1890	62,401
1803	1,258	1825	5,677	1847	15,146	1869	27,106	1891	64,329
1804	1,405	1826	6,150	1848	16,159	1870	28,492	1892	67,119
1805	1,558	1827	7,300	1849	16,749	1871	30,045	1893	68,403
1806	1,710	1828	7,530	1850	18,417	1872	31,863	1894	69,805
1807	1,848	1829	8,004	1851	19,796	1873	33,244	1895	70,064
1808	1,944	1830	8,450	1852	20,901	1874	34,294	1896	70,360
1809	2,012	1831	8,686	1853	22,320	1875	35,547	1897	71,022
1810	2,300	1832	9,205	1854	23,548	1876	36,383		
1811	2,403	1833	10,127	1855	24,410	1877	37,345		

The foregoing table is given as a matter of interesting statistics and shows the gradual increase in the number of post-offices from the time when mails were transported almost entirely by horseback to the present day of steam and electricity. The records of this bureau fail to give the number of offices in existence in 1813. With the exception of a slight decline in 1842, the table shows a steady increase from 1790 to 1859. Between the years of 1859 and 1870, owing to the disorganized condition of the postal service in the Southern States, caused by the rebellion, the steady advancement in the matter of offices was arrested, but from 1870 to the present time there has been a steady and rapid increase in the number of offices established, indicating the rapid progress our country has made, not only in population, but in material strength and power.

THE DIVISION OF BONDS AND COMMISSIONS.

In this division letters of appointment to newly-appointed postmasters are prepared, and with these letters there are sent to the appointees blank bonds and oaths for execution. A record is kept of the names of all postmasters, with the dates of their appointment and the names of their sureties.

BONDS.

All bonds, after execution, are sent to this division for examination and preparation for approval. Upon the approval of the bonds, commissions of postmasters of all classes are prepared; and, finally, the bonds are filed alphabetically by States. All questions touching the validity of a bond are reported from this division; and if for any reason the Department questions the validity of such bond, an inspector is directed to examine into the responsibility of the sureties. New bonds are required every four years. Upon the death of any surety the matter is at once reported to the Department, and the postmaster is notified from the Bond Division that a new bond is required.

Upon the establishment of a new office, a bond is required of the postmaster of the penalty of $500. As the business of the office increases this penalty is from time to time increased. The increase is

based upon the amount of supplies carried in the office. When an office becomes of such size and importance as to require money-order facilities a new bond, covering the money order business, is required. The penalty of the bond for postal funds is determined from the report of the Third Assistant Postmaster-General, showing the amount of supplies furnished, and it is not expected that a postmaster will have stamps and other supplies on hand amounting to more than three-fourths of the penalty of the bond. The money order penalty is determined from the report of the money order division of the office of the First Assistant Postmaster-General. It has never been deemed necessary to require a bond to cover the entire value of the money orders placed in the hands of any postmaster. As each order represents $100, it is readily seen that it would become a great burden upon a postmaster to give bond covering that amount. Postmasters are required to make their deposits promptly, and consequently should never have a greater amount of money order funds on hand than will meet the daily demands upon the office, and the amount of the bond is therefore fixed to cover possible contingencies.

A new bond is required from the postmaster upon the request of the Third Assistant Postmaster-General when he finds that the supplies ordered are greater than the amount covered by the bond. The various causes for which new bonds are required are as follows: Renewals at the end of every four years; upon the death of a surety of a postmaster; upon the request of a surety to be released from a bond; upon the report of an inspector that for any reason the bond is found to be insufficient, and upon the insufficiency of the penalty covering the postal and money order funds.

There is one class of money order offices in which bonds are required that is not generally understood. This is the class known as limited money order offices. Such offices are permitted to issue money orders only in a sum not to exceed $5 each, and the penalty of the bond in such cases is therefore small.

In the table attached, showing the operations of the Bond Division, in the item "New bonds sent by the Postmaster-General" reference is had to bonds which were found to be insufficient upon examination made under the provisions of what is known as the Dockery Act. While for the fiscal year ended June 30, 1896, these amounted to 8,015 in number, the present report shows that for the fiscal year just ended the number amounted to only 648.

It is a matter of much gratification to note that the investigations by inspectors have revealed so few cases in which bonds have been insufficient.

SURETIES ON BONDS.

By the act of Congress approved August 13, 1894, authority was given the Departments in Washington to accept bonds executed by surety and trust companies for such Government officials as are required by law to furnish a guaranty for faithful performance of duty. This act has had a limited application to postmasters' bonds. The Postal Laws and Regulations require that every postmaster's bond shall be executed by not less than two sureties, and the Postmaster-General has insisted that at least one of them shall be a patron of the office in question. The bonds of surety and trust companies have been accepted in Presidential cases for half the penalty, provided the company was incorporated under the laws of the State in which the office is located.

Surety and trust companies are not accepted as bondsmen in Fourth-class cases, since the instances are rare where a postmaster would be embarrassed in executing a bond of this grade. Two sureties are required on every bond, and the aggregate amount of these sureties usually must be double the amount of the bond. The aggregate amount of the bonds now in force is in round numbers $[illegible].

The penalties of the bonds which were [illegible] year amounted to $[illegible]. The loss sustained by reason of the invalidity of the bonds [illegible] but a very small per cent of the whole. The Auditor of the Treasury for the Post-Office Department [illegible] to say that for the fiscal year the losses from [illegible] bonds amounted to only $6,986.39; on account of the losses was $2,502.32; making a total loss from [illegible] $9,488.71.

Where, for any reason whatever, a bond [illegible] master, he is at once notified that [illegible] nish a new bond, he is required to [illegible]

In addition to the bonds and oaths of office, [illegible] blanks and circulars sent out from this [illegible] of blank forms in use in the Division [illegible] sent out during the fiscal year was [illegible] bonds forwarded to postmasters for [illegible] received numbered and were returned [illegible]

The oaths of all sureties and [illegible] are filed in this Division. [illegible] ing the year 1886, as there are [illegible] can not understand why [illegible] postmaster and the Department [illegible]

The apparent increase [illegible] the number of cases received from [illegible] number of appointment cases examined [illegible] out of the fact that all the cases [illegible] post-offices and for changes of [illegible] Division as well as in cases of appointment.

It sometimes occurs that a postmaster [illegible] of a successor does not immediately [illegible] cases of the death of postmasters, [illegible] select some one who shall act until [illegible] The bond of the postmaster in [illegible] new appointee qualifies, receives his commission, and takes charge of the office.

RECORDS OF THE [illegible]

For convenient reference a record [illegible] masters is kept in two separate books. [illegible] of the postmasters are entered by States [illegible] betical order. In the other the names [illegible] alphabetically and according to dates [illegible]

In Fourth-class cases a record is [illegible] by States and counties. The offices are [illegible] on this record, and the books are [illegible] books are made to show the dates on which [illegible] missioned.

REPORTS.

From the Bond Division reports of its operations are made, as required by law, as follows: Daily, to the division of post-office supplies, in the office of the First Assistant Postmaster-General; to the contract and equipment divisions, in the office of the Second Assistant Postmaster-General; to the stamp division, in the office of the Third Assistant Postmaster-General; and to the General Superintendent of the Railway Mail Service, in the office of the Second Assistant Postmaster-General, for publication in the Daily Bulletin. Weekly reports are made to the Superintendent of the Money-Order System, in the office of the First Assistant Postmaster-General; to the Superintendent of Free Delivery, in the same office; and to the Auditor of the Treasury for the Post-Office Department.

COMMISSIONS.

Three classes of commissions are issued, Presidential recess, Presidential confirmation, and Fourth class; and the preparation of these is assigned to the Bond Division. Commissions to postmasters of the Presidential class are signed by the President and countersigned by the Postmaster-General. Except in recess appointments, Presidential commissions are for a period of four years. Recess appointments are those made by the President during recess of Congress, and commissions issued upon such appointments are in force until the adjournment of the first session of the Senate after the appointment, or until such time as the Senate may confirm the appointee, if such commission is not sooner revoked by the President. Commissions to postmasters of the Fourth class are signed only by the Postmaster-General, and run for no definite length of time, but expire at the will of the Postmaster-General.

The work of the division has been largely increased by the operation of a provision of the legislative, executive, and judicial appropriation act for the fiscal year ended June 30, 1896, which provides for an examination into the validity of all bonds of postmasters once every two years, and for the renewal of all such bonds at the expiration of every four years.

Prior to the passage of this act the bonds of all postmasters of the fourth class, excepting those at money order offices, were deemed to be sufficient upon the certificate of the officer qualifying the sureties; and only in special cases was investigation made by the Department as to the responsibility of such sureties.

The examinations required under this provision are made through the force of post-office inspectors, and they necessarily entail upon that force, as well as upon the Division of Bonds and Commissions, a vast amount of additional work. Much added labor, of course, also devolves upon this division through the requirement for a renewal of all bonds every four years. Indeed, with the present force of the division it has been found impossible to keep this work well in hand. For this, as well as for the increase of labor in other branches, it has been necessary to use a detail of clerks from other bureaus of the Department. More assistance is required here, as in other divisions of this bureau.

Report showing the amount and character of work done in the Bond Division for the fiscal year ended June 30, 1897.

CASES RECEIVED.

Number of cases received from Appointment Division:	
Presidential	710
Fourth-class money order	5,018
Fourth class not money order	11,338
Total	17,096

BONDS APPROVED.

Number of bonds examined and passed for approval of the Postmaster-General:	
Presidential	711
Fourth-class money order	4,278
Fourth class not money order	8,122
Total	13,111

NEW BONDS.

New bonds sent by order of the Postmaster-General	648
New bonds sent for limited money order offices	136
New bonds sent upon request of sureties	902
New bonds sent upon request of postmasters	2,006
New bonds sent upon request of Third Assistant Postmaster-General	62
New bonds sent upon report of post-office inspectors	820
New bonds sent for establishment of new money order offices	224
	4,798
Less:	
Number of new bonds sent, and for various reasons not yet returned	536
Whole number received	4,262
Total number of new bonds received, reported, and filed:	
Presidential	276
Fourth-class money order	1,600
Fourth class non-money order	2,386
Total	4,262

NEW BONDS AND APPOINTMENT BONDS.

Total number of bonds received, reported, and filed:	
New bonds	4,262
Appointment bonds	13,111
Total	17,373

BONDS RETURNED.

Bonds returned for correction	3,404
Duplicate bonds issued	1,194

OATHS AND NOTICES.

Oaths received and filed	26,706
Surety notices sent to the chief post-office inspector for investigation	7,671
Post-office inspectors' reports on sufficiency of bonds received	7,424
Number of blank oaths sent by request of postmasters	9,410

INFORMALITIES REPORTED.

Number of postmasters reported by the Auditor for informalities or delinquencies	1,596
Number of notices sent to sureties notifying them of failure of postmasters to comply with the postal regulations in making their returns to the Auditor, or of their delinquencies	4,315

Statement showing the number and character of the various reports made to the several bureaus of the Department for the fiscal year ended June 30, 1897.

Commissioned postmasters reported to the Auditor and Third Assistant Postmaster-General and for publication in the Postal Bulletin:

Presidential	711
Fourth-class money order	4,278
Fourth-class non-money order	8,122
Total	13,111
New bonds reported to the Auditor	4,262
New bonds reported to the Third Assistant Postmaster-General	1,222
Number of discontinued post-offices reported to the Auditor and Third Assistant Postmaster-General	836
Number of acting postmasters reported to the Auditor and Third Assistant Postmaster-General	820
Number of acting postmasters reported to the Superintendent of the money-order system	315
Number of establishments and changes of name and site of post-offices reported to the equipment division, and to the division of post-office supplies	1,281

DIVISION OF POST-OFFICE INSPECTORS AND MAIL DEPREDATIONS.

In the several annual reports which have preceded this a detailed statement has been made of the organization of the inspectors force and the character of the duties performed by them, and by the Division of Mail Depredations. While omitting such details, it may be well to state that the chief inspector, with headquarters at this Department, is charged with the assignment to duty and general direction of all inspectors employed, as well as with the supervision of matters pertaining to this branch of the service. The territory of the United States has been apportioned in twelve divisions, each having an inspector in charge, who has the immediate supervision of the inspectors assigned to his division and the general direction of all matters referred to him. The results of field investigations and the correspondence from the field inspectors are transmitted to the Department through the several inspectors in charge.

As to the extent, variety, and importance of duties performed by the inspectors' force, it may be stated that they pertain to the examination of accounts, investigations as to the character and conduct of all classes of employees, locations and removals of post-offices, leases of premises for post-office purposes, detailed inquiries in all classes of complaints pertaining to postal matters, the detection of depredators upon the mails, the prosecution of all offenders against the postal laws, together with a multitude of miscellaneous investigations relating to matters which in any way appertain to the employees or to the equipment and business of the postal service.

In order that a complete record may be kept, every complaint received at this office is jacketed and briefed, and for the sake of convenience the complaints are divided into classes as follows:

A.—Complaints relating to the registered mail.

B.—Complaints relating to the ordinary mail, or that which is not registered.

C.—Miscellaneous complaints affecting the employees or business of the postal service.

D.—Highway robberies of the mail, robberies of post-offices, and other special depredations.

F.—Complaints affecting mail matter dispatched to or received from foreign countries.

R.—Matters pertaining to claims for rewards for the arrest and conviction of persons violating postal laws.

The total number of complaints of all classes received during the last fiscal year aggregated 111,621, and the total number disposed of was 112,679. The cases treated and closed during the last year were made up of 5,560 A cases, 65,955 B cases, 22,117 C cases, 3,615 D cases, 15,359 F cases, and 73 claims for reward. The total number of cases closed during the last fiscal year exceeds the total number closed during the previous year by 12,874. The fact that the number of cases closed during the last fiscal year exceeds the total number of complaints received during the same period by 1,072, is accounted for by the fact that there were on hand July 1, 1896, 34,453 cases previously referred. There were on hand undisposed of on July 1, 1897, 1,886 A cases, 23,355 B cases, 3,260 C cases, 645 D cases, 4,100 F cases, and 55 claims for reward, or a total of 33,301 cases of all classes.

From these figures it would appear that, although there were 3,584 more complaints received last year than during the previous year, the number of cases brought forward July 1, 1897, is 1,664 less than the number brought forward July 1, 1896.

The number and character of the complaints received during the last fiscal year, and the details of their treatment, are set forth in Exhibits A, B, C, D, E, F, G, H, and I, which are filed herewith and made a part of this report. These tabulated statements are complete within themselves, although a few explanatory comments in connection therewith may prove advantageous.

A CASES, OR CASES RELATING TO THE REGISTERED MAIL.

All complaints received referring to depredations upon or irregularities in the registered mail are included in Exhibits A, B, and C. Exhibit A shows the number and character of complaints received and referred for investigation. Exhibit B shows the number of complaints received, investigated, and closed within the last fiscal year, while the data in Exhibit C relates to cases received and referred during previous years, and which have been investigated and closed during the last year.

The number of this class of cases aggregated 5,626, of which 5,534 were referred to inspectors in the field for investigation, and 92 were treated directly in the office of the chief inspector. Five thousand three hundred and fifteen of these complaints related to registered letters, or first-class matter, and 219 complaints related to packages, or third and fourth class matter.

A comparison of the office records for the last two fiscal years shows that the total number of complaints affecting registered mail received during the fiscal year 1897 was 191 less than the total number of the same character received during 1896. The total number of pieces of registered mail handled during the fiscal year 1897 is estimated at 13,750,000.

In 4,275 registered cases which were referred, investigated, and closed during the last fiscal year it was found that in 2,755 cases no actual loss had occurred, and in 1,067 cases the full amount of the loss alleged was recovered, thus leaving only 453 cases in which losses were actually sustained, or 10.6 of the total number of cases referred, investigated, and closed during the last fiscal year. The same percentage applied

to the total number of complaints received (5,626) would indicate a total of 602 cases in which actual losses have been sustained.

These are results of actual investigations, and indicate that the employees of the postal service handled 13,750,000 pieces of domestic registered mail during the last fiscal year, with an average loss of only one piece in every 22,840 handled. It is gratifying to note a marked decrease in the percentage of losses as compared with the previous fiscal year, which showed a trifle less than 19 per cent of loss in the total number of cases referred and investigated, and an average of one piece in every 16,254 handled.

The following statement may be designated the annual balance sheet, setting forth in a condensed form the total of work received, completed, and on hand in this class of cases:

Recapitulation of A cases.

[Based upon the tabulated statements for the fiscal year ended June 30, 1897, together with actual count of A cases in the Post-Office Department July 1, 1897.]

Cases outstanding in hands of inspectors July 1, 1896	1,221	
Cases under consideration in the Department July 1, 1896	599	
Cases received and referred for investigation	5,534	
Cases investigated indirectly by the chief post-office inspector	92	
		7,446
Cases closed, previous-year cases	1,285	
Cases closed, current-year cases	4,275	
Cases under consideration in the Department July 1, 1897	627	
Cases outstanding in hands of inspectors July 1, 1897	1,259	
		7,446

B CASES, OR CASES REFERRING TO ORDINARY MAIL.

All matter deposited for transmission in mails, not registered, is designated as ordinary mail. This class of matter, as is well understood, constitutes by far the greater portion of the mails, and its dispatch, transportation, and delivery requires a large proportion of the services of the postal employees. Inasmuch as no record is kept of ordinary mail in transit, the locating of depredators upon this class of matter is much more difficult than where articles are registered.

Every possible safeguard is given the ordinary mail while in the custody of the Post-Office Department, and inspectors are as careful in their investigations relating to this class of matter as they are in locating depredations upon articles where a receipt is required from each employee handling the same. It must be remembered that it is much more difficult to locate the dishonest employee who depredates upon the ordinary mail than in the case with registered articles, and as a consequence the members of the inspectors force are frequently compelled to consume much time as well as to exercise great skill and perseverance in this class of investigations.

Although the public is continually cautioned as to the necessity for great care in the preparation of articles to be transmitted in the mails, the investigations of the last year have developed the usual number of letters which were deposited without being addressed, or in which the addresses were illegible, incorrect, or incomplete. Another matter which can not be too frequently impressed upon the public is the importance of reporting all irregularities and losses to this Department. It is upon such reports that the inspector must frequently base his plans of operation in locating and eliminating the causes of such losses and irregularities.

As shown in Exhibit D, there have been 66,778 complaints received at this office during the last fiscal year affecting the ordinary mail. Of this number 35,774 refer to letters and 31,004 refer to packages. This total shows an increase in number of 2,165, or a trifle over 0.03 per cent as compared with the number of cases of this class received during the year 1896.

In addition to the 43,423 cases which were referred and investigated during the last fiscal year, there were also 23,177 cases of the same class which had been received and referred in previous years, and which were closed during the last year, making a total of 66,600 B cases disposed of during the year 1897. Of this number it was shown that no loss had occurred in 10,448 cases, or a proportion of a little more than 1 in 6 of the total number of complaints investigated.

C CASES, OR MISCELLANEOUS COMPLAINTS AFFECTING EMPLOYEES OR BUSINESS OF THE POSTAL SERVICE.

A reference to Exhibit E will show the number and character of this class of cases referred to inspectors for investigation during the fiscal year ended June 30, 1897, as well as the sources from which the requests for such investigations emanated.

It will be seen that the number of these references aggregated 19,296; of which 1,323 originated in the office of the First Assistant Postmaster-General, 218 in the office of the Second Assistant Postmaster-General, 434 in the office of the Third Assistant Postmaster-General, 15,977 in the office of the Fourth Assistant Postmaster-General (548 in the Appointment Division, 7,671 in the Division of Bonds and Commissions, and 7,758 in the Division of Post-office Inspectors and Mail Depredations), 288 in the office of the Assistant Attorney-General for the Post-Office Department, and 1,056 in the office of the Auditor for the Post-Office Department.

The following is a statement in detail showing the number of cases relating to violations of various sections of the Postal Laws and Regulations of 1893:

No. of section.	Subject.	Number of cases.
125 211	Irregularities on the part of postmasters in the sale of postage stamps, and false returns of cancellations	261
327	Evasion of payment of proper rate of postage	70
331	Lottery matter in the mails	24
333	Scurrilous and obscene matter	1,398
334	Use of mails for fraudulent purposes	1,203
675	Carrying mail by private express	32
695	Obstructing the mails	14
1420	Forgery of money orders	1
1430	Detaining, opening, or destroying letters	284
1432	Stealing mail	82
1451	Removing cancellations from postage stamps	212
	Other cases not classified as to sections violated	1,493
	Total	5,243

By reference to Exhibit F it will be seen that of the 19,296 cases referred to inspectors for investigation during the last fiscal year 16,609 were reported on and finally closed, leaving a balance of 2,687 cases referred during that period which were not closed. It would seem pertinent to state that of the number of cases remaining on hand 1,612 were referred for investigation during the last sixty days of the year, and under ordinary circumstances the time was hardly sufficient to enable

the inspectors to give them proper attention and return the same to the Department for closing.

From the recapitulation set forth in Exhibit G it will be seen that to the 19,296 cases referred to inspectors during the fiscal year under consideration there should be added 6,081 cases brought forward from the previous year, making a total of 25,377 to be accounted for. Of this total, 16,609 pertaining to the last fiscal year and 5,508 pertaining to previous fiscal years, or a total of 22,117, were closed, leaving 3,260 cases on hand July 1, 1897.

In addition to the foregoing there were 26 cases of complaints against postmasters and the management of post-offices which were treated directly from this office by correspondence.

Included in this class of cases are those relating to the collection of balances due on money order and general postal accounts, to the importance of which I desire to call particular attention. In this connection, the inspectors collected during the last fiscal year $131,492.35 of the postal funds and $170,236.74 of money order funds. To this should be added $13,306.88 collected upon account of miscellaneous matters, making a total of $315,035.97 collected by the inspectors during the year, which is $15,035.97 more than the entire amount ($300,000) appropriated for mail depredations and post-office inspectors during the fiscal year 1896–97.

D CASES, OR CASES REFERRING TO HIGHWAY ROBBERIES OF THE MAILS, ROBBERIES OF POST-OFFICES, AND OTHER SPECIAL DEPREDATIONS.

Exhibit H embraces the class of cases which relate to the robbery and burning of post-offices, wrecking and burning and other casualties occurring to postal cars, highway robbery of mail trains, messengers, stages, etc. The investigation of this class of cases involves the pursuit, apprehension, and prosecution of the most desperate criminals, often necessitating the exercise of great personal bravery and skill on the part of the inspectors.

The following table is a comparative statement of the depredations and casualties treated in this class of cases during the fiscal years 1896 and 1897:

Year.	Robberies of—				Other causes.			
	Post-offices.	Mail trains and stages.	Mail messengers.	Letter boxes.	Postal cars burned or wrecked.	Post-offices burned.	Pouches lost.	Pouches cut or stolen.
1896	1,474	45	2	59	62	532	477	476
1897	1,573	29	1	75	53	500	486	451

The liberal rewards offered for the apprehension and conviction of stage and train robbers, together with the vigorous pursuit and prosecution of these outlaws by members of the inspectors' force, have doubtless been potent agencies in reducing the total number of highway robberies of the mails during the last year nearly 33 per cent as compared with the number of depredations of this class reported during the previous year.

An increase of nearly 7 per cent in the number of post-office robberies reported, and a trifle over 27 per cent in the number of street letter

boxes rifled, proves that criminals have turned their attention to this line of depredations. Our inspectors realize that it requires great energy and persistence to cope with this class of burglars and thieves; and while an increase in the number of inspectors is needed to successfully protect the mails from these depredators, yet with our present force we hope to check this increase of crime.

F CASES, OR CASES RELATING TO MAILS DISPATCHED TO OR RECEIVED FROM FOREIGN COUNTRIES.

Inquiries and complaints relating to international mail matter, forwarded to or from foreign countries, and in transit across the United States to a foreign country, are designated F cases. For the most part these cases are simply inquiries relative to the delivery of foreign matter which necessarily require considerable correspondence; but few need personal investigation by an inspector. During the year there were received 16,177 cases of this class, of which 10,605 related to registered matter, 5,440 to the ordinary mail, and 132 were of a miscellaneous nature. Nine thousand one hundred and fifty cases were reported from domestic sources, and 7,027 originated in foreign countries. In addition to the 16,177 cases received there should be added 3,282 cases which were on hand at the beginning of the fiscal year, making a total of 19,459 cases on hand and received during the year. Of this number 15,373 cases were closed. Investigation in 9,550 of these cases showed that no loss had occurred within the limits of the domestic service; 35 cases related to money-order and registered matter in which collections were made and the amounts so collected disbursed through this office; 22 cases affecting registered matter were closed as chargeable to burglary or burning of post-offices, and 130 cases were closed in which investigation failed to fix the responsibility for the losses, either in the United States or any foreign country. Of the 5,622 cases relating to ordinary matter, which were closed during the year, 2,122 were reported without loss; in 3,343 cases the losses could not be located; 23 cases related to international money orders; 45 cases affected lotteries, and 89 cases were of a miscellaneous character. At the end of the year there were 4,100 cases on hand partially investigated.

A considerable number of complaints were received which are known to relate to losses sustained by the wrecking of the steamships *Capulet* and *Ailsa*. The *Capulet* was wrecked June 22, 1896, on a voyage between Boston, Mass., and Halifax, Nova Scotia, and through this casualty most of the registered mail dispatched by that steamer to St. Johns, Newfoundland, was lost, although a number of registered articles were subsequently recovered from the wreck and delivered to the addressees. The *Ailsa* sank in New York Harbor February 29, 1896, and the registered mail which was on board at the time has not been recovered.

The number of inquiries and replies received during the year which required translation into English amounted to 10,335. Of this number 5,601 were translated in the foreign-mail division of the Second Assistant Postmaster-General's Bureau and 4,734 were translated by our own force. For the most part these translations were from the French and German languages, but there were quite a number in Spanish and Scandinavian.

The following summary of foreign cases shows the number and character of reports received, the number disposed of during the current

year, those remaining on hand from the previous year, and the cases which are now in an uncompleted condition:

Summary of F cases.

[Showing the number on hand, received, and disposed of during the fiscal year, and the number not completed at the beginning of the current year, July 1, 1897.]

Cases on hand July 1, 1896	3,282
Cases received during the year relating to registered matter	10,605
Cases received relating to ordinary matter	5,440
Cases received of a miscellaneous character	132
Total	19,459
Cases reported from foreign sources	7,027
Cases reported from domestic sources	9,150
Total	16,177
Cases closed, reported during the current year	12,128
Cases closed, reported in previous years	3,231
Total cases closed	15,359
Registered cases closed without loss in the domestic service	9,550
Registered cases, and money-order cases in which collections were made, and the amounts paid through this office	35
Registered cases closed, involving burglaries or burning of post-offices	22
Registered cases closed, relating to "rifling," not located	130
Total so closed	9,737
Ordinary cases closed without loss	2,122
Ordinary cases closed, loss not located	3,343
Cases relating to international money orders	23
Cases relating to lotteries	45
Other cases of a miscellaneous character	89
Total	5,622
Total number of registered cases closed during the year	9,737
Total ordinary and miscellaneous cases closed	5,622
Total cases remaining on hand, unfinished, July 1, 1897	4,100
Total	19,459

ARRESTS FOR OFFENSES AGAINST THE POSTAL LAWS.

The total number of arrests made during the fiscal year, as shown by Exhibit I, was 1,632. Of this number 105 were postmasters, 44 were assistant postmasters, 47 were clerks in post-offices, 11 were railway post-office clerks, 24 were letter carriers, 30 were mail carriers, and 11 others were employed in minor positions in the postal service.

The total number of post-office burglars arrested was 348, and the remainder of 924 were persons in no way connected with the postal service.

Of the total number arrested (1,632), 912 cases were disposed of in the United States courts, resulting in 583 convictions; 3 died awaiting trial and 2 escaped from custody, leaving 627 cases pending in the United States courts on July 1, 1897. In the State courts 62 cases were disposed of, resulting in 58 convictions and leaving 26 cases awaiting trial at the close of the fiscal year.

The following is a comparative statement of the depredations and casualties of this class for the past decade:

Year.	Number of post-offices.	Increase.	Post-offices burned.	Increase.	Post-offices burglarized.	Increase.	Burglars arrested.	Increase.
		Per cent.		*Per cent.*		*Per cent.*		*Per cent.*
1887	55,157	.....	298	.....	620	.....	132	.....
1888	57,376	4	348	17	683	10	172	30
1889	58,699	3	371	7	849	24	184	7
1890	62,401	6	358	*4	872	3	131	*29
1891	64,329	3	444	24	868	0.5	178	36
1892	67,119	4	498	12	1,108	28	203	14
1893	68,403	2	520	6	1,195	8	228	12
1894	68,805	2	558	5	1,621	35	351	53
1895	70,064	0.3	532	*4	1,561	*2	423	23
1896	70,360	1	532	.....	1,474	*1.05	470	1.1
1897	71,022	0.9	500	*1.06	1,573	0.9	419	*1.1
1887	55,157	.....	298	.....	620	.....	132	.....
1897	71,022	28.7	500	67.8	1,573	153.8	419	217.4

* Decrease.

From these records it will appear that, while the number of post-offices in the United States has increased 28.7 per cent during the last decade, the increase in the number of post-offices destroyed during that period has been 67.8 per cent, while the number of post-office robberies has increased 153.8 per cent. This condition might appear somewhat alarming were it not offset by the fact that the number of burglars arrested shows an increase of 217.4 per cent.

REWARDS.

The marked increase in the number of post-office burglaries during 1894, when 1,621 robberies of this character were reported, impressed upon the Department the necessity for employing some heroic remedy to check this class of depredations, and as a result it was determined to offer standing rewards for the apprehension and conviction of post-office burglars. By this means a more general and hearty co-operation has been secured on the part of local officers, while at the same time the burglars themselves must appreciate the fact that they are now under the surveillance of the entire police and detective forces of the United States; and although the number of robberies reported during 1897 shows an increase over the number reported for the previous year, the aggregate is 48 less than were reported during 1894, while the total number of post-offices has been increased by 2,217.

The beneficial effects of the rewards offered by the Postmaster-General for the apprehension and conviction of post-office burglars, and the wisdom of continuing the same, can not be questioned.

During the fiscal year 1897, 129 claims for reward were filed. Of this number, 111 pertain to the robbery of post-offices and 18 to highway robbery of the mails on railroads and stage routes. Fifty-one of these claims were paid, 23 were disallowed, and 55 are still pending. The aggregate amount disbursed for rewards during 1897 was $19,500. Of this sum, $14,800 was for post-office burglars and $4,700 for train and stage robbers. Of the total amount disbursed, $1,950 was paid from the appropriation for 1895, $11,350 from the appropriation for 1896, and $6,200 from the appropriation for 1897.

Although only $6,200 has been paid from the appropriation for rewards for 1897, leaving an unexpended balance of $18,800 on July 1, 1897, it

must be remembered that a majority of the claims now pending pertain to offenses committed or arrests made during the last fiscal year, and if finally allowed must be paid from the appropriation for that year. In addition to the claims pending, a number of burglars have been arrested who were awaiting trial at the close of the year, and claims for rewards in these cases can not be filed until after conviction. The adjustment of these claims, all of which pertain to the fiscal year 1897, will doubtless consume the entire balance of $18,800 available for that purpose. In this connection attention is called to the fact that the sum of $11,350 has been disbursed during the last fiscal year from the appropriation for 1896. This disbursement is explained, as above indicated, by the fact that claims pertaining to the previous year were brought forward and finally adjusted and paid during the last year from the appropriation for 1896.

MONEYS RECEIVED AND RETURNED TO OWNERS.

A large amount of money is turned in to the Department annually by post-office inspectors, a portion of which is recovered from mail thieves or voluntarily returned by them or their friends, and the remainder is found loose in the mails or collected as a disciplinary measure from the employees of the service through whose neglect or carelessness losses have occurred. This money is disbursed to the owners through this office with as little delay as possible, and the amounts received and disbursed during the last fiscal year are set forth in the following tabulated statement:

RECEIPTS.

Balance remaining over from fiscal year 1896, representing collections made during that and previous years	$2,137.55	
Total amount recovered and collected (and received at the Department) during the fiscal year 1897	8,426.52	
Total amount to be accounted for		$10,564.07

DISBURSEMENTS.

Total amount restored to owners:	
In 694 Class A cases (reported losses in domestic registered mail)	$7,290.65
In 134 Class B cases (reported losses in ordinary mail)	360.17
In 26 Class C cases (reported losses from miscellaneous cases)	180.02
In 4 Class D cases	292.55
In 35 Class F cases (reported losses in foreign registered and unregistered mail)	259.02
In 29 special cases (not regularly classified)	592.62
Balance remaining unexpended at the end of fiscal year 1897	1,589.04
Total	10,564.07

Comparative statement, by fiscal years, for the period from 1887 to 1897.

Year.	Amount on hand.	Net receipts.	Total to be accounted for.	Disbursements.	Balance.
1887	$1,625.07	$11,548.13	$13,173.20	$12,622.61	$550.59
1888	550.59	12,347.57	12,898.16	12,209.93	688.23
1889	688.23	16,406.42	17,094.65	14,511.75	2,582.90
1890	2,582.90	17,619.81	20,202.71	14,969.17	5,233.54
1891	5,233.54	18,908.91	24,142.45	21,365.90	3,776.55
1892	2,776.55	16,527.79	19,304.34	17,394.92	1,909.42
1893	1,909.42	11,754.34	13,663.76	10,585.61	3,078.15
1894	3,078.15	13,284.66	16 362.81	11,906.25	4,456.56
1895	4,456.56	11,628.22	16,084.78	12,801.90	3,282.88
1896	3,282.88	7,796.64	11,079.52	8,941.97	2,137.55
1897	2,137.55	8,426.52	10,564.07	8,975.03	- 1,589.04
Total	28,321.44	146,249.01	174,570.45	146,285.04	28,285.41

INSPECTION OF POST-OFFICES.

I find that during the past four years no systematic effort has been made in the work of inspecting post-offices. It is true an order was made by direction of this bureau, on November 14, 1896, for an investigation of all Presidential post-offices, but other important work on hand prevented the carrying out of this order as effectually as was contemplated, and this was in a great measure due to the inadequacy of the force of inspectors.

The inspection of post-offices, next to that of locating depredators on the mails, is the most important work to which inspectors are assigned; and it is clearly apparent that this was the view taken when the name of "special agent" was changed to "inspector" some years since. It is contemplated making a more comprehensive effort in the inspection of post-offices, to the end that all Presidential offices may be inspected at least as often as once a year; and that all money-order post-offices may be subjected to the same treatment as frequently as the other work in hand will permit.

It is proposed in the cases of the larger offices to make the inspections more thorough than is required on the blank forms used for that purpose. In carrying out this proposed change, more time will necessarily be spent in the post-offices in the large cities, in their inspection, than has heretofore been the case.

The reason for making frequent inspections of post-offices are so numerous and so apparent that I do not deem it essential to mention them in detail. These inspections should be made not only for protecting the interest of the Department, but also in the interest of the patrons of the post-offices, in that postmasters may be properly instructed as to their duties so far as they relate to their obligations to the general public in the way of giving the very best service possible of attainment.

INQUIRY DIVISIONS.

In the larger post-offices a great majority of complaints of losses and irregularities are referred to the Inquiry Division for initial treatment by correspondence or otherwise. These divisions bear the same relation to the offices of inspectors in charge as the mailing and dispatching divisions in post-offices bear to the Railway Mail Service superintendents, who have a supervisory control over them.

BOOKS AND BLANKS.

An investigation of the methods of keeping the accounts of the inspectors division, both in the Department and at the different division headquarters, developed the fact that the system was not only unbusinesslike but unsafe, and as the result of this investigation a new set of books and blanks, which will greatly improve the methods of keeping the records of the division, is now being prepared, and will soon be in operation both in the Department and at the division headquarters.

THEFT BY RAILWAY POSTAL CLERKS NOT A CONTINUOUS OFFENSE.

It has frequently happened that railway postal clerks, who have been arrested for violations of the postal laws, have escaped punishment by reason of the fact that the railway lines on which they were employed

were embraced in two different judicial districts, which renders it impossible to always locate the venue.

NEW EDITION OF THE POSTAL LAWS AND REGULATIONS.

No edition of the Postal Laws and Regulations has been published since 1893. Since that time many new laws relating to postal subjects have been enacted, and many new rulings and regulations have been added, none of which appear in the volume now in use, but are published from year to year in the annual Postal Guide, making it cumbersome and voluminous. The urgent necessity for a new edition of the Postal Laws and Regulations is clearly apparent.

SPECIAL CASES.

The duties of post-office inspectors are varied. An inspector should not only be an expert accountant, but a man thoroughly familiar with every branch of the postal service in all of its detail operations. Frequently they are called upon to take charge of important post-offices in cases of defalcation and when the accounts are in a confused and almost unintelligible condition. The successful post-office inspector must not only have the qualifications referred to above, but he must also be a detective of superior skill, and that many of our inspectors have such ability in a high degree is demonstrated by the following incidents:

A ROBBERY BY COLLEGE STUDENTS.

A vault in the post-office at a certain college, located in the college library building, was wrecked by explosives on the night of April 6, 1897, and $2,259 was stolen therefrom, indicating the presence of the professional burglar, for whose arrest a liberal reward was offered by the local authorities. But the inspector's suspicion, based alone upon the quantity of the explosive used, as evidenced by its disastrous effects, led him to follow the theory that it was the work of novices; and in pursuit of this line of thought a quiet investigation months later developed that a 17-year-old son of the aged postmaster, who was also secretary of the college, and who was well known for his own sterling honesty and integrity, was indulging in expenditures far beyond his means, such as the purchase of diamond rings, etc., and that since the closing of the school he had been sending numerous express packages to a chum in a distant city, whose association had also brought him under suspicion. When confronted with these circumstances and flatly accused, the boy strenuously denied all knowledge of the crime, and successfully withstood a "sweating process" of two hours' duration in a manner hardly to have been expected from one of his years; but he immediately availed himself of the opportunity to convey a note of warning to his partner (which opportunity the inspector considerately afforded him by a temporary release), and was neatly trapped by an interception of his communication, which resulted in bringing the boys together and in obtaining a complete confession from each, and also in the recovery of $1,565 of the stolen money.

The robbery was planned and executed by these two lads, as follows: The safe was unlocked by the postmaster's son, who knew the combination and who withdrew the money, after which the other placed a stick of dynamite on the lock behind the vault door, which he closed, lighted the fuse, and fled before the explosion occurred, which gave the job a professional aspect, and which later was the cause of the arrest

of two notorious "safe blowers" by private detectives, who sought to connect them with the burglary.

This crime, which destroyed the happiness of two of the most respectable families in the State, seems all the more strange on account of the utter lack of an actuating motive to prompt the deed, as the participants were college associates, bearing good reputations at home and abroad, and who were furnished with ample means for all their needs by indulgent parents.

THE YAROWSKY GANG.

The above case refers to the robbery of a post-office, but the duties of the inspector are not alone confined to this class of criminals. The purpose of the criminal may be to swindle a citizen in a mercantile transaction or a business enterprise, and if he uses the mails in consummating his design it comes within the scope of the inspector's duty to apprehend him in his purpose. This is illustrated by the suppression of a band of a dozen Polish Jews, known as the "Yarowsky gang," who had successfully conducted big swindling schemes in western Pennsylvania since 1889, resulting in very extensive losses to the wholesale merchants and manufacturers of the North and East, by a Philadelphia inspector, whose attention was attracted to these parties by their illegal employment of the United States mails in the transaction of a fraudulent business.

The carefully planned methods and the systematic execution of the work of these keen rascals proved them most elusive individuals. The leaders of the gang were Charles, Harry, and Abe Yarowsky, brothers, and Charles Rubinsky, one of whom would, under an assumed name, open a store in a small town, where he would at first pay cash for small orders of goods, and by making false reports to commercial agencies would succeed in obtaining a satisfactory business rating as the basis of future operations. Then would follow an onslaught upon the susceptible victims who filled his numerous orders. While boots and shoes seemed to be their most desirable articles of "purchase," yet they branched out into wagons, spices, law books, pianos, refrigerators, typewriters, and safes, and, in fact, neglected no industry which could be successfully "touched." When the goods arrived at the depot they would be immediately reshipped, after obliterating the marks, to some unimportant station, and there carted to a storehouse in a mountain retreat near Shenandoah, Pa., and would be eventually disposed of through the medium of the Polish Jew peddler. Dunning letters were ignored and personal visits from creditors were useless, as the party in whose name the business was being conducted could never be found. When closely pressed and safety demanded seclusion, an instantaneous change of base would occur; the goods in stock would be sold by the sheriff, under judgment confessed, to a friend, and the operator would seek greener fields and fresher victims under another name. In Catawissa, Pa., the manager of the business was known as Conrad Herring; at Lykens, as Bernard Wilson; at Nanticoke, as Charles Sherman; at Berwick, as Harry Miller; at Bloomsburg, as John H. Schmidt; and at Danville, as Bernard Wagner. Much of the convicting evidence which carried these swindlers to the penitentiary, where Charles Rubinsky died, was secured by the inspector on a midnight trip when cautiously following a load of the plunder to its hiding place in the mountains.

PROFESSIONAL BURGLARS AND ROBBERS.

One of the most successful and probably the most important enterprises in which our inspectors participated during the year was the

capturing and breaking up of a band of burglars and bank robbers who had their headquarters at Hanover, Kans. During the summer and fall of 1896 the indiscriminate robberies of post-offices, depots, and banks in the northern counties of Kansas and the southern section of Nebraska were of such frequent occurrence as to keep the law-abiding portion of those communities in a state of perpetual excitement and terror. It was plain that the region was infested with an organized gang of burglars. A detail from the inspector's force was directed to cooperate with a special agent of the Missouri Pacific Railroad Company and the State authorities in a united effort to locate the depredators and place them behind the bars. Instructions were given to secure their apprehension, if possible, and to assist in their prosecution for the commission of any offense for which they could be held, whether for post-office robbery or not. At Hanover, Kans., A. A. Baird, alias "Big Al.;" E. J. Fuller, and Fred Whitling were arrested for robbing a bank at Davenport, Nebr., on November 13.

Fuller is an all-round crook; Baird, whose real name is Connelly, served a term in the Sioux Falls Penitentiary, under the name of Arthur Inman, for the robbery of the post-office at Wentworth, S. Dak.; while Whitling, the captain of the gang, is a saloon keeper and a "fence" at Hanover, his "dive" being the easy resort and haven of refuge for such characters as Baird and Fuller, "Syracuse Slim," "Jimmie Burns," and "St. Louis Sam," and other noted criminals of record. It is stated that it was not a very uncommon occurrence to see from twenty-five to thirty crooks in Hanover at one time, when it was their practice to take their plunder over to St. Joe and Grand Island roundhouse and there dispose of it by sale to certain citizens of the village. Jim Burns and "St. Louis Sam" were subsequently arrested for different offenses, when the former was recognized as one of the men who murdered Nick Yager, late marshal at Tablerock, Nebr., while attempting the arrest of Burns and a companion in the early summer, for which crime Burns is now serving a six-year sentence.

All of the parties named, with a single exception, have been tried, convicted, sentenced, and imprisoned for long terms by the State courts, and it is probable that two or more of them can be indicted for the robberies of the post-offices at Hollenburg, Kans., Belleville, Kans., and Hebron, Nebr.

The importance of this work is easily seen in the fact that not a single post-office robbery in this territory was reported for months after these arrests, while they had previously averaged two a week.

THE LARAWAY CASE.

Probably no arrest and conviction during the year illustrates more perfectly the patience, perseverance, and skill of our post office inspectors in protecting the mail from depredations than that of Harry Laraway, who was not an employee of the postal service, but of the Grand Trunk Railway Company. His depredations were particularly embarrassing to the Government, however, as they were confined to the Canadian-American mail, to which he had easy access at the depot in Detroit, when in his care at night while waiting to make connection with the western trains. His method was to rip open the canvas mail bag, and extract a package of letters therefrom, then sew the rent and send the bag on to its destination. In this way the pouch was never missing, and only part of the contents failed to arrive as addressed, which made it very difficult to locate the thief; for the depredations might have occurred at either the mailing or distributing office in Canada, on the

Canadian mail trains, at the transfer office in Detroit, on the American postal cars, or at the office of destination. It was a most perplexing case to unravel, for the ripping of the seams and the resewing were very deftly done, and would escape any but the most minute inspection.

After many plans had been formed, many experiments made, and many theories exhausted as to the source of these depredations, which had occasioned months of hard work, mental anxiety, and worry to the inspectors, and an immeasurable amount of trouble, inconvenience, and business complications to the general public and the banking institutions of this country and Canada, it was discovered one day, when a Canadian bag arrived, that it had been repaired in one of its seams with a yellow thread, quite unlike the kind with which the bag was originally sewed. It was ascertained that no such thread was used at the repair shops, and a close examination showed that the rip was large enough to admit the passage of a package of letters. This slender clue was followed diligently, but it was weeks before the case was brought to a successful termination. Postal clerks were tested and watched, transfer clerks in both Detroit and Chicago were kept under close espionage. The mail bags were shadowed from the time they were unloaded from the car in Chicago until they were delivered in the Chicago post-office, and were most closely examined after received. In the meantime the inspector, who was watching with equal anxiety and vigilance at Detroit, became satisfied that Laraway was causing the trouble, as a quiet search of his room and of the clothing therein revealed the presence of small ravelings of yellow thread, and the remainder of the work was simply a question of time and patience. A hole was bored in the floor of the mail room, under which the inspector crawled and watched. His efforts were at last rewarded by plainly seeing Laraway commit the theft as before recited; and it was well that his evidence was direct rather than circumstantial, and that there was not the slightest slip in the chain, for the case was most bitterly fought at the trial, which resulted in Laraway's conviction.

RECOMMENDATIONS.

In conclusion, I have the honor to submit the following recommendations, some of which were made by my predecessor in his last annual report:

That the statute relating to bail bonds be so amended as to make the bond a lien against the property scheduled therein, in order to avoid the immediate transfer of such property and other chicanery often resorted to by criminals and their friends in their efforts to defeat the ends of justice. Such a law is now extant in the State of Iowa.

That section 211, Postal Laws and Regulations of 1893, be amended so as to provide also for the punishment of assistant postmasters or clerks who shall make false claims of cancellation.

That a severer penalty be provided for employees of the service who may be found guilty of embezzling or destroying newspaper mail.

That articles found loose in the mails be sent to the office of the inspector in charge of the division in which such articles are found, for identification with complaints of losses on file in his office; such articles to be held at division headquarters for one year, and if not identified within that time to be forwarded to the Dead-Letter Office.

That the Inquiry Division of the post-offices in the larger cities where there is a division headquarters be placed under the direction of the respective inspectors in charge of such divisions. This, I am satisfied, would result in saving much time, labor, and expense.

An amendment to the statute making depredations by railway postal clerks a continuous offense, in order to avoid the difficult task of proving in which particular judicial district the offense was committed.

That more stringent statutes be enacted covering "green goods" and obscene matter, and in this connection the amending of section 334, Postal Laws and Regulations of 1893 (R. S., sec. 5480), relating to "green goods" and schemes to defraud, making these offenses continuous, as is now the law concerning lottery cases under section 331, Postal Laws and Regulations of 1893, as amended, the purpose being to avoid obstructions to and miscarriage of justice incident to trials in some large cities, where criminals have many friends and sympathizers.

That inasmuch as twenty inspectors, heretofore paid from the proceeds of the money order business, are now paid from the appropriation for mail depredations and post-office inspectors, I recommend an increase of $30,000 in said appropriation for the fiscal year ended June 30, 1899.

That steps be taken at as early a day as practicable to provide a new edition of the Postal Laws and Regulations.

That, in order to provide greater safety and security to letters sent in the registered mails, both foreign and domestic, a special stamped envelope of superior material, of the denomination of 10 cents, be adopted; and that all persons who desire to register letters be induced to purchase these envelopes at the face value of the stamp, as is now the case with postal cards. The number of accidents and losses which now happen to registered letters, especially to those of the foreign class, on account of the inferior envelopes generally used, would certainly seem to justify this recommendation.

That the subject of the use of postage stamps as currency be taken up and considered, with the view of effecting some legislation, which, if it would not entirely do away with them as a medium of exchange, may at least curtail the extent of their use in this manner.

Very respectfully,

J. L. BRISTOW,
Fourth Assistant Postmaster-General.

The POSTMASTER-GENERAL.

States and Territories.	No loss.								Total.
	"O. K." No cause for complaint.	Improper address.	Improper dispatch.	Carelessness of postal employees.	Unavoidable delay.	Other causes.	No inclosure.	Not rifled.	
1	2	3	4	5	6	7	8	9	10
Alabama	21	.....	1	10	.....	2	.....	15	111
Alaska	.....	.....	.....	1	.....	2	.....	.....	3
Arizona	7	.....	.....	3	.....	.....	.....	2	17
Arkansas	46	.....	2	11	.....	8	5	30	175
California	25	.....	.....	23	2	6	1	9	76
Colorado	31	.....	.....	8	.....	5	.....	6	70
Connecticut	27	.....	3	8	.....	4	1	8	61
Delaware	.....	.....	.....	1	.....	1	.....	1	5
District of Columbia	101	.....	.....	.....	.....	7	.....	3	115
Florida	14	.....	.....	5	.....	4	1	11	86
Georgia	25	.....	.....	9	.....	5	1	13	110
Idaho	11	.....	.....	1	.....	4	.....	8	35
Illinois	73	.....	.....	9	.....	16	3	33	217
Indiana	23	.....	.....	1	.....	9	5	20	145
Indian Territory	11	.....	.....	6	1	5	.....	9	70
Iowa	33	.....	.....	4	2	2	2	10	88
Kansas	22	.....	.....	4	.....	4	1	11	88
Kentucky	26	1	.....	8	.....	6	2	17	115
Louisiana	31	.....	4	13	1	4	.....	20	148
Maine	9	.....	.....	5	.....	.....	.....	2	19
Maryland	17	.....	.....	1	.....	10	.....	7	85
Massachusetts	26	.....	.....	16	.....	5	.....	6	83
Michigan	20	.....	1	4	.....	6	1	14	78
Minnesota	35	.....	.....	7	.....	5	.....	12	222
Mississippi	46	1	.....	15	.....	10	3	36	213
Missouri	58	1	.....	17	3	14	1	41	49
Montana	16	.....	2	4	.....	2	1	16	86
Nebraska	17	.....	.....	5	1	6	1	15	4
Nevada	.....	.....	.....	.....	.....	.....	.....	.....	18
New Hampshire	6	.....	.....	4	.....	.....	.....	4	44
New Jersey	16	.....	.....	9	.....	5	1	7	44
New Mexico	14	.....	.....	1	.....	2	.....	1	268
New York	105	.....	1	20	.....	24	2	30	64
North Carolina	17	.....	.....	1	.....	.....	.....	16	30
North Dakota	18	.....	.....	.....	.....	3	2	2	210
Ohio	45	1	2	12	.....	16	3	20	45
Oklahoma	14	.....	.....	3	.....	2	2	7	51
Oregon	14	.....	.....	6	.....	1	.....	6	263
Pennsylvania	54	2	3	26	1	20	1	49	10
Rhode Island	3	.....	.....	4	.....	1	.....	.....	48
South Carolina	11	.....	.....	3	1	3	.....	5	26
South Dakota	11	.....	.....	1	1	.....	1	3	26
Tennessee	20	1	.....	8	1	10	3	17	210
Texas	60	2	.....	24	.....	18	2	34	37
Utah	10	.....	.....	5	.....	.....	.....	3	7
Vermont	2	.....	.....	2	1	.....	.....	1	114
Virginia	32	.....	.....	7	.....	4	.....	20	13
Washington	13	.....	.....	7	.....	1	.....	8	57
West Virginia	14	.....	.....	11	1	3	.....	11	53
Wisconsin	26	.....	.....	1	.....	6	.....	7	26
Wyoming	12	.....	.....	.....	.....	2	.....	3	
Grand total	1,288	9	19	354	16	273	46	629	4,276

States and Territories.	No loss.								
	"O K." No cause for complaint.	Improper address.	Improper dispatch.	Carelessness of postal employees.	Unavoidable delay.	Other causes.	No inclosure.	Not rifled.	Not filed in Post-Office. Total.
1	2	3	4	5	6	7	8	9	10
Alabama	1	.....	1	.....	.....	5	1	6	54
Alaska	.....	.....	.....	.....	.....	.....	.....	1	2
Arizona	1	.....	.....	.....	.....	.....	.....	.....	6
Arkansas	4	.....	.....	.....	.....	.....	.....	4	44
California	5	.....	.....	.....	.....	5	.....	5	33
Colorado	.....	.....	.....	.....	.....	2	.....	7	19
Connecticut	2	.....	.....	.....	.....	.....	.....	1	7
Delaware	.....	.....	.....	.....	.....	.....	.....	1	2
District of Columbia	10	.....	.....	.....	.....	5	.....	.....	30
Florida	.....	.....	1	.....	.....	4	.....	2	28
Georgia	9	1	.....	.....	.....	5	.....	10	67
Idaho	1	.....	.....	.....	.....	1	.....	.....	4
Illinois	9	.....	.....	.....	.....	9	.....	5	82
Indiana	2	.....	.....	.....	.....	.....	.....	10	27
Indian Territory	.....	.....	.....	.....	.....	.....	.....	1	14
Iowa	2	.....	.....	.....	.....	3	.....	5	13
Kansas	.....	1	.....	.....	.....	3	.....	1	17
Kentucky	.....	.....	.....	.....	.....	3	2	6	55
Louisiana	.....	.....	.....	.....	.....	.....	.....	4	51
Maine	.....	.....	.....	.....	.....	2	.....	.....	4
Maryland	2	.....	.....	.....	.....	.....	.....	.....	6
Massachusetts	4	.....	.....	.....	.....	1	1	3	12
Michigan	2	.....	1	.....	.....	9	.....	2	33
Minnesota	4	.....	1	.....	.....	.....	.....	3	24
Mississippi	2	.....	.....	.....	.....	2	.....	3	38
Missouri	3	.....	1	.....	.....	2	.....	2	41
Montana	2	.....	.....	1	.....	.....	.....	5	12
Nebraska	3	.....	.....	.....	.....	.....	.....	.....	10
Nevada	.....	.....	.....	.....	.....	.....	.....	.....	2
New Hampshire	1	.....	.....	.....	.....	.....	.....	.....	18
New Jersey	1	.....	.....	.....	.....	.....	1	1	69
New Mexico	1	.....	.....	.....	.....	.....	.....	.....	66
New York	8	.....	.....	1	.....	7	.....	5	28
North Carolina	4	.....	.....	1	.....	4	1	1	11
North Dakota	2	.....	.....	.....	.....	.....	.....	6	22
Ohio	4	.....	2	.....	.....	3	1	7	8
Oklahoma	1	1	.....	.....	.....	.....	1	3	24
Oregon	4	.....	.....	.....	.....	5	.....	2	56
Pennsylvania	8	.....	1	.....	.....	3	1	7	5
Rhode Island	1	.....	.....	1	.....	.....	.....	.....	24
South Carolina	1	.....	.....	1	.....	.....	.....	3	11
South Dakota	1	.....	.....	.....	.....	4	.....	1	46
Tennessee	2	.....	.....	2	.....	3	.....	7	60
Texas	2	.....	.....	.....	.....	2	.....	7	8
Utah	.....	.....	.....	.....	.....	.....	.....	4	2
Vermont	.....	.....	.....	.....	.....	.....	.....	.....	23
Virginia	1	1	1	.....	.....	1	2	.....	24
Washington	5	.....	.....	.....	.....	6	6	2	21
West Virginia	2	1	.....	.....	.....	1	.....	1	15
Wisconsin	1	.....	.....	.....	.....	1	.....	5	17
Wyoming	.....	.....	.....	.....	.....	2	.....	2	
Grand total	118	5	9	7	.....	104	17	151	1,285

—Number and character of complaints (by States) upon which A cases were nd referred to post-office inspectors for investigation during the fiscal year 30, 1897.

	Letters.		Parcels.			Alleged cause of complaint.								
erri-	In which contents were stated when complaint was made.	Contents not stated.	Contents stated.	Not stated.	Total.	Rifling.	Loss.	Loss from R. P. E.	Detention.	Wrong delivery.	Tampering.	Carelessness of postal employees.	Improper dispatch.	Other causes.	Total.
.....	3	2	.....	.....	5	1	3	.....	.....	1	.....	.....	.....	.....	5
.....	126	53	1	1	181	103	69	.....	1	3	.....	2	.....	3	181
.....	8	22	.....	3	33	20	10	2	1	.....	.....	.....	.....	.....	33
.....	143	63	1	2	209	125	60	2	4	9	4	.....	3	2	209
.....	79	62	3	4	148	29	105	1	2	6	1	.....	2	2	148
.....	40	24	5	2	71	30	34	.....	2	3	1	.....	.....	1	71
.....	30	28	9	3	70	21	40	.....	.....	2	.....	.....	.....	1	70
.....	2	2	.....	.....	4	4	.....	.....	.....	.....	.....	.....	.....	.....	4
bia..	42	83	8	14	147	15	130	1	1	.....	.....	.....	.....	.....	147
.....	60	20	2	1	83	56	20	.....	.....	3	.....	.....	1	3	83
.....	160	45	3	.....	208	139	61	1	2	4	1	.....	.....	.....	208
.....	33	20	.....	2	55	20	32	.....	1	1	.....	.....	.....	1	55
.....	145	93	18	7	263	110	119	5	12	10	2	.....	.....	5	263
.....	134	32	2	1	169	130	35	2	.....	1	.....	.....	.....	1	169
y ..	43	31	.....	.....	74	40	28	3	.....	1	1	.....	1	.....	74
.....	50	33	1	3	87	36	41	2	4	2	1	1	.....	.....	87
.....	49	30	1	.....	80	37	40	.....	.....	2	.....	.....	.....	1	80
.....	116	32	2	2	152	92	51	1	1	5	.....	.....	1	1	152
.....	73	84	3	6	166	55	91	5	5	6	.....	.....	1	3	166
.....	4	15	.....	.....	24	10	11	.....	.....	2	1	.....	.....	.....	24
.....	52	32	2	.....	86	41	36	2	.....	4	.....	.....	1	2	86
.....	46	41	.....	.....	87	25	50	2	2	6	1	.....	.....	1	87
.....	48	38	4	1	91	39	40	3	1	5	2	.....	.....	1	91
.....	53	37	2	5	97	40	45	5	5	.....	.....	.....	2	.....	97
.....	169	71	4	.....	244	145	87	1	4	1	.....	1	1	4	244
.....	158	99	3	3	263	120	120	2	2	10	3	.....	1	5	263
.....	49	20	1	.....	70	42	22	1	2	2	.....	1	.....	.....	70
.....	23	49	2	.....	74	20	31	.....	1	20	.....	.....	.....	2	74
.....	3	3	.....	.....	6	3	2	.....	.....	1	.....	.....	.....	.....	6
re ..	8	10	1	.....	19	8	10	.....	.....	.....	.....	.....	1	.....	19
.....	23	18	.....	1	42	21	16	.....	2	2	.....	.....	.....	1	42
.....	29	28	1	.....	58	20	33	1	1	.....	1	1	.....	1	58
.....	158	140	13	12	323	151	130	7	6	18	4	3	3	1	323
.....	54	30	.....	.....	84	38	34	5	1	3	1	.....	.....	2	84
.....	24	21	.....	1	46	13	28	1	1	2	.....	1	.....	.....	46
.....	167	81	2	4	254	130	105	5	4	5	.....	3	.....	2	254
itory	38	23	.....	.....	61	40	15	2	2	1	.....	.....	1	.....	61
.....	31	26	.....	.....	57	20	30	1	1	2	1	.....	.....	2	57
.....	221	66	2	2	291	176	91	5	5	12	.....	.....	1	1	291
.....	5	7	.....	.....	12	2	5	1	2	2	.....	.....	.....	.....	12
.....	46	26	2	.....	74	40	30	1	.....	.....	.....	1	.....	2	74
.....	21	14	1	1	37	17	19	1	.....	.....	.....	.....	.....	.....	37
.....	102	36	5	1	144	91	42	6	.....	4	.....	.....	.....	1	144
.....	136	118	3	4	261	110	129	6	2	9	3	.....	.....	2	261
.....	25	43	1	1	70	26	39	1	1	3	.....	.....	.....	.....	70
.....	8	7	.....	.....	15	5	9	.....	.....	1	.....	.....	.....	.....	15
.....	78	49	12	1	140	60	67	7	.....	4	.....	1	.....	1	140
.....	21	35	.....	1	57	25	29	1	.....	1	.....	.....	.....	1	57
.....	86	40	3	1	130	78	45	5	.....	1	.....	.....	.....	1	130
.....	42	33	1	4	80	30	46	2	1	1	.....	.....	.....	.....	80
.....	13	18	.....	1	32	10	18	2	.....	1	1	.....	.....	.....	32
al...	3,282	2,033	124	95	5,534	2,659	2,389	101	82	182	20	15	20	57	5,534

EXHIBIT D.—*Statement of complaints received and result of complaints investigated, Class B, ordinary letters.*

COMPLAINTS RECEIVED.

Where mailed.	Letters.	With inclosures.	Without inclosures.	Packages.	Total number of complaints received.
Alabama	217	181	36	118	335
Arkansas	338	293	45	77	415
California	685	524	161	688	1,373
Colorado	442	366	76	287	729
Connecticut	699	581	118	407	1,106
Delaware	103	82	21	42	145
Florida	200	159	41	82	282
Georgia	473	375	98	315	788
Illinois	2,713	2,394	319	5,416	8,129
Indiana	669	563	106	356	1,025
Iowa	384	322	62	295	679
Kansas	405	365	40	194	599
Kentucky	427	376	51	1,220	1,647
Louisiana	300	240	60	208	508
Maine	310	274	36	146	456
Maryland	761	613	148	493	1,254
Massachusetts	1,754	1,463	291	1,524	3,278
Michigan	852	719	133	637	1,489
Minnesota	494	410	84	507	1,001
Mississippi	222	191	31	79	301
Missouri	1,607	1,420	187	1,447	3,054
Nebraska	306	263	43	220	526
Nevada	21	19	2	10	31
New Hampshire	144	123	21	64	208
New York	9,056	6,607	2,449	7,813	16,869
New Jersey	1,620	1,246	374	930	2,550
North Carolina	181	150	31	188	369
North Dakota	54	46	8	29	83
Ohio	1,840	1,565	275	1,652	3,492
Oregon	74	55	19	152	226
Pennsylvania	4,091	3,650	441	2,776	6,867
Rhode Island	367	267	100	321	688
South Carolina	146	110	36	79	225
South Dakota	74	62	12	38	112
Tennessee	315	265	50	232	547
Texas	505	504	61	244	809
Vermont	112	87	25	59	171
Virginia	576	474	102	256	832
Washington	100	82	18	68	168
West Virginia	152	126	26	327	479
Wisconsin	701	607	94	301	1,002
Alaska	3	3			3
Arizona	52	40	12	27	79
District of Columbia	758	577	181	500	1,258
Idaho	25	22	3	10	35
Indian Territory	66	60	6	13	79
Montana	83	66	17	48	131
New Mexico	40	36	4	24	64
Oklahoma	83	80	3	34	117
Utah	76	58	18	33	109
Wyoming	38	33	5	18	56
Total	35,774	29,194	6,580	31,004	66,778

D.—*Statement of complaints received and result of complaints investigated, Class B, ordinary letters*—Continued.

RESULT OF COMPLAINTS INVESTIGATED.

Where mailed.	No discovery.	No loss.	Losses chargeable to carelessness or depredation of postal employees.	Losses chargeable to accident.	Losses chargeable to persons not in the postal service.	Cases still in hands of inspectors for investigation.
.....	50	81	58	.....	3	143
.....	32	66	120	1	37	159
.....	518	264	125	.....	3	463
.....	134	314	91	2	14	174
ut	349	98	259	.....	1	399
.....	71	15	18	.....	4	37
.....	59	64	60	.....	5	85
.....	35	132	332	1	5	283
.....	1,146	1,232	3,654	6	69	2,022
.....	150	228	274	1	2	370
.....	155	94	86	1	20	323
.....	40	161	106	1	72	210
.....	257	244	372	2	4	768
.....	60	72	60	.....	11	296
.....	117	45	191	.....	.....	103
.....	88	175	144	1	30	816
setts	1,258	235	542	.....	5	1,238
.....	388	210	222	.....	4	665
.....	312	151	97	2	5	434
pi	23	42	63	.....	19	154
.....	205	638	1,184	.....	150	877
.....	38	148	183	1	24	132
.....	6	4	2	.....	3	16
pshire	86	28	36	1	.....	57
.....	2,805	2,046	7,142	16	57	4,803
ey	447	295	1,190	.....	16	602
olina	52	81	76	1	8	151
kota	13	25	7	1	3	34
.....	589	600	956	1	3	1,343
.....	69	39	5	.....	4	109
nia	1,080	1,103	1,711	5	199	2,760
and	177	29	122	.....	.....	369
olina	10	40	28	.....	.....	147
kota	22	38	22	.....	1	29
.....	124	97	77	.....	11	238
.....	88	119	205	9	35	353
.....	77	18	24	.....	.....	52
.....	86	98	161	2	24	461
on	51	39	8	.....	2	68
ginia	221	52	25	.....	6	175
.....	260	92	166	1	3	471
.....	1	.....	.....	.....	.....	2
.....	22	28	7	.....	5	17
f Columbia	41	205	468	1	1	542
.....	4	6	4	.....	2	19
rritory	7	26	18	.....	5	23
.....	20	44	18	.....	1	48
ico	12	18	13	.....	5	16
.....	9	20	27	.....	13	48
.....	11	35	39	1	1	22
.....	9	18	6	.....	3	20
al	11,911	9,943	20,813	58	898	23,155

EXHIBIT E.—*Number, nature of cases, and office of original reference of miscellaneous cases (Class C) referred to post-office inspectors for investigation during the fiscal year ended June 30, 1897.**

Class of cases.	Offices from which references were made for investigation.								
	First Assistant Postmaster-General.	Second Assistant Postmaster-General.	Third Assistant Postmaster-General.	Fourth Assistant Postmaster-General.			Assistant Attorney-General.	Auditor for Post-Office Department.	Total number of cases of each class.
				Appointment division.	Bonds and Commissions.	Chief post-office inspector.			
1	2	3	4	5	6	7	8	9	10
Inspection of post-offices	.....	.....	5	.....	.....	2,523	.....	23	2,551
Responsibility of sureties	.....	.....	.....	.....	7,671	.....	.....	.....	7,671
Complaints and charges against postmasters and employees of post-offices	238	45	54	440	.....	1,229	.....	2	2,008
Establishment of post-offices and stations	9	.....	.....	6	.....	11	.....	.....	26
Discontinuance of post-offices and stations	1	.....	.....	.....	.....	18	.....	.....	19
Allowances for post-offices	44	.....	.....	.....	.....	20	.....	.....	64
Location, change of site, name, etc., of post-offices	78	.....	.....	24	.....	21	.....	.....	123
Appointment of postmasters	.....	.....	.....	2	.....	9	.....	.....	11
Free delivery, establishment and discontinuance of	161	.....	.....	.....	.....	.....	.....	.....	161
Mail-messenger service	.....	.....	.....	.....	.....	4	.....	.....	4
Lease of post-offices	132	.....	.....	.....	.....	1	.....	.....	133
Routes: Establishment, discontinuance, or change of service	.....	.....	.....	.....	.....	28	.....	.....	28
Routes: Charges against contractors, carriers, etc	.....	9	.....	.....	.....	45	.....	.....	54
Mail keys and locks: Loss, etc	.....	52	.....	.....	.....	12	.....	.....	64
Charges against railway postal clerks	.....	5	.....	.....	.....	8	.....	.....	13
Collection of balance due the United States	.....	.....	.....	.....	.....	3	.....	281	284
Inspection of money-order business, collection of funds, forwarding statements, etc	8	.....	.....	.....	.....	.....	.....	613	621
Wrong payment of money orders	173	.....	.....	.....	.....	32	.....	7	212
Establishment and discontinuance of money-order service	.....	.....	.....	.....	.....	6	.....	.....	6
Sections 125, 211, and 470	.....	.....	253	.....	.....	8	.....	.....	261
Section 327	.....	.....	2	.....	.....	18	.....	50	70
Section 331	.....	.....	.....	.....	.....	14	10	.....	24
Sections 332 and 333	141	3	1	2	.....	1,243	8	.....	1,398
Section 334	24	3	3	4	.....	951	238	.....	1,223
Section 675	14	10	.....	.....	.....	7	1	.....	32
Sections 694 and 695	.....	2	.....	.....	.....	12	.....	.....	14
Section 1420	.....	.....	.....	.....	.....	.....	.....	1	1
Section 1430	17	5	.....	10	.....	137	.....	.....	169
Section 1431	35	.....	.....	.....	.....	248	1	.....	284
Section 1432	.....	.....	.....	1	.....	81	.....	.....	82
Sections 1450 and 1451	4	.....	15	.....	.....	193	.....	.....	212
Miscellaneous investigations and complaints	244	84	101	59	.....	896	30	79	1,493
Total	1,323	218	434	548	7,671	7,758	288	1,056	19,296

* In connection with this class of cases collections were made during the year amounting to $306,810.45.

EXHIBIT F.—*Disposition, by office of chief post-office inspector, of miscellaneous cases (Class C) referred to and reported upon by post-office inspectors during the fiscal year ended June 30, 1897.*

Number referred to and relating to office of—	
First Assistant Postmaster-General	1,276
Second Assistant Postmaster-General	305
Third Assistant Postmaster-General	322
Fourth Assistant Postmaster-General	8,125
Assistant Attorney-General	820
Auditor of the Treasury for the Post-Office Department	905
Relating to division of post office inspectors and mail depredations and filed	2,394
Reports of the inspection of post-offices referred to the several bureaus of the Department	2,462
Total	16,609

EXHIBIT G.—*Recapitulation.*

Cases (Class C) referred to inspectors for investigation during the fiscal year ended June 30, 1897	19,296
Cases on hand July 1, 1896, referred for investigation during previous years	6,081
Total to be accounted for	25,377
Cases referred to inspectors, reported upon, and finally closed during the fiscal year ended June 30, 1897	16,609
Cases referred to inspectors during previous years, reported upon, and closed in fiscal year 1897	5,508
Total number of cases closed	22,117
Cases remaining in the hands of inspectors July 1, 1897 (uninvestigated)	3,260

EXHIBIT H.—*Statement of complaints received and result of complaints investigated, Class D, special depredations.*

COMPLAINTS RECEIVED.

Where mailed.	Post-offices robbed.	Post-offices destroyed by fires and storms.	Postal cars wrecked or burned.	Stages robbed.	Mail messengers or wagons robbed.	Pouches lost.	Pouches cut intentionally or by accident, or stolen.	Loss of locks and failure to lock pouches.	Street letter boxes rifled	Total number of complaints received.
Alabama	39	15	2	4	.....	1	6	19	2	88
Arkansas	40	11	.....	1	.....	23	14	36	1	126
California	14	14	2	3	1	10	4	8	5	61
Colorado	14	2	4	.....	.....	4	6	6	1	37
Connecticut	20	7	.....	.....	.....	3	15	1	3	49
Delaware	4	2	.....	.....	.....	.....	1	.....	.....	7
Florida	16	13	2	1	.....	6	3	9	.....	56
Georgia	37	20	1	1	.....	12	6	6	4	87
Illinois	60	24	2	.....	.....	30	20	9	6	151
Indiana	32	19	2	.....	.....	21	10	2	2	88
Iowa	61	18	1	.....	.....	19	9	2	.....	110
Kansas	70	10	1	.....	.....	7	7	4	1	100
Kentucky	45	25	2	1	.....	15	9	21	.....	118
Louisiana	9	5	.....	.....	.....	13	2	23	8	60
Maine	17	4	.....	.....	.....	9	16	4	.....	50
Maryland	28	10	.....	.....	.....	6	3	2	1	50
Massachusetts	30	5	.....	.....	.....	15	52	6	4	121
Michigan	37	11	.....	.....	.....	4	6	6	3	67
Minnesota	19	12	2	1	.....	10	37	7	.....	88
Mississippi	20	6	2	.....	.....	16	3	21	.....	68
Missouri	122	19	6	1	.....	55	33	30	8	273
Nebraska	40	8	.....	.....	.....	6	3	5	.....	62
Nevada	.....	.....	.....	.....	.....	2	.....	1	.....	3
New Hampshire	17	3	.....	.....	.....	4	12	2	.....	38
New York	100	24	.....	.....	.....	40	42	12	7	225
New Jersey	26	5	1	.....	.....	4	6	1	2	45
North Carolina	29	7	1	.....	.....	3	8	26	1	75
North Dakota	9	3	.....	.....	.....	4	18	1	.....	35
Ohio	105	22	3	.....	.....	33	12	10	2	187
Oregon	21	8	.....	2	.....	6	1	11	.....	49
Pennsylvania	131	35	2	1	.....	12	14	13	2	210
Rhode Island	6	1	.....	.....	.....	1	2	1	.....	11
South Carolina	19	13	1	.....	.....	6	2	4	.....	45
South Dakota	11	2	2	.....	.....	3	2	5	1	26
Tennessee	23	15	1	.....	.....	13	7	14	4	77
Texas	71	36	5	4	.....	30	9	31	3	189
Vermont	3	2	.....	.....	.....	3	2	2	.....	12
Virginia	50	21	1	2	.....	6	6	14	2	102
Washington	6	7	2	.....	.....	1	1	6	.....	23
West Virginia	59	13	1	.....	.....	5	3	13	1	95
Wisconsin	47	7	.....	.....	.....	7	24	9	.....	94
Alaska	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Arizona	3	.....	.....	1	.....	1	1	2	.....	8
District of Columbia	2	.....	.....	.....	.....	3	1	.....	1	7
Idaho	5	2	1	.....	.....	2	2	4	.....	16
Indian Territory	23	2	2	1	.....	3	2	6	.....	39
Montana	2	1	1	1	.....	2	4	6	.....	17
New Mexico	7	2	1	2	.....	1	.....	10	.....	23
Oklahoma	7	6	.....	1	.....	4	1	9	.....	28
Utah	5	2	.....	1	.....	.....	2	4	.....	13
Wyoming	2	1	.....	.....	.....	2	2	3	.....	11
Total	1,573	500	53	29	1	486	451	447	75	3,615

H.—*Statement of complaints received and result of complaints investigated, Class D, special depredations.*

RESULT OF COMPLAINTS INVESTIGATED.

Where mailed.	No discovery.	No loss.	Losses chargeable to carelessness or depredation of postal employees.	Losses chargeable to accident.	Losses chargeable to persons not in the postal service.	Cases still in hands of inspectors for investigation.
.....	36	10	1	10	11	20
.....	48	35	1	10	11	21
.....	18	10	.....	11	10	12
.....	9	6	.....	4	9	9
at	23	2	.....	18	5	1
.....	4	.....	.....	2	1	.....
.....	19	9	13	.....	5	4
.....	30	9	1	9	8	30
.....	58	25	1	27	15	25
.....	23	21	.....	25	7	12
.....	55	6	.....	19	8	22
.....	58	10	2	8	7	15
.....	45	16	2	23	1	31
.....	29	15	2	4	3	7
.....	12	8	3	15	3	9
.....	29	3	.....	12	2	4
setts	49	18	3	50	.....	1
.....	31	6	1	11	9	9
i	17	5	3	27	1	35
.....	29	19	.....	7	8	5
.....	117	44	3	34	25	50
.....	36	6	.....	8	4	8
.....	.....	1	.....	.....	.....	2
pshire	11	2	1	11	5	8
.....	106	35	9	50	9	16
y	28	5	.....	7	.....	5
lina	22	17	1	6	11	18
ota	8	2	.....	15	4	6
.....	82	21	2	24	10	48
.....	26	6	.....	9	2	6
nia	122	14	1	41	10	22
nd	5	2	.....	2	.....	2
lina	12	5	1	7	5	15
ota	11	1	1	3	1	9
.....	24	10	1	15	9	18
.....	80	43	2	22	14	28
.....	2	3	.....	4	.....	3
.....	54	7	.....	19	10	12
on	7	5	.....	11	.....	.....
inia	51	5	1	11	4	23
.....	18	5	6	19	2	44
.....	1	.....	.....	.....	.....	.....
.....	2	.....	1	.....	2	3
Columbia	5	1	.....	.....	1	.....
.....	5	2	2	2	2	3
ritory	20	4	1	3	6	5
.....	2	6	1	5	.....	3
co	11	5	.....	3	1	3
.....	8	11	.....	2	2	5
.....	4	.....	1	2	2	4
.....	1	4	.....	1	1	4
l	1,503	505	68	628	266	645

EXHIBIT I.—*Statement showing number, classification, and disposition of cases of arrests*

State or Territory where arrested.	Subject to jurisdiction of United States courts. Class of offenders. Postmasters.	Assistant postmasters.	Clerks in post-offices.	Railway post-office clerks.	Letter carriers.	Mail carriers.	Other employees.	Burglars.	All others for various offenses.	Total.
1	2	3	4	5	6	7	8	9	10	11
Alabama	11	2	2	1	.....	5	.....	10	23	54
Alaska	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Arizona	.....	.....	.....	.....	.....	.....	.....	1	3	4
Arkansas	2	.....	.....	.....	.....	.....	.....	15	25	42
California	.....	1	1	.....	.....	1	.....	5	37	45
Colorado	2	1	2	.....	.....	1	.....	19	24	49
Connecticut	1	1	1	.....	1	.....	.....	3	6	13
Delaware	1	.....	.....	.....	.....	.....	.....	.....	.....	1
District of Columbia	.....	.....	.....	.....	1	.....	.....	.....	9	10
Florida	2	3	.....	.....	.....	.....	.....	7	11	23
Georgia	5	1	2	1	.....	1	1	9	16	35
Idaho	.....	.....	.....	.....	.....	1	.....	2	1	4
Illinois	5	3	5	.....	5	.....	.....	11	103	132
Indiana	2	.....	.....	.....	1	.....	1	7	16	27
Indian Territory	1	3	.....	.....	.....	.....	.....	18	4	26
Iowa	7	1	1	.....	.....	.....	.....	18	45	72
Kansas	3	.....	1	.....	.....	.....	.....	19	29	52
Kentucky	2	1	.....	.....	.....	.....	.....	10	8	21
Louisiana	3	2	.....	.....	.....	1	.....	2	5	13
Maine	.....	.....	1	.....	1	.....	.....	3	1	6
Maryland	1	.....	.....	.....	.....	.....	.....	3	23	27
Massachusetts	2	.....	1	.....	.....	.....	.....	.....	21	24
Michigan	.....	.....	1	2	.....	.....	.....	15	24	42
Minnesota	1	1	.....	.....	.....	.....	1	1	15	19
Mississippi	.....	2	.....	.....	1	1	.....	10	11	25
Missouri	4	.....	5	1	1	.....	.....	24	59	94
Montana	.....	.....	1	.....	.....	.....	.....	.....	3	4
Nebraska	5	.....	.....	.....	.....	.....	1	5	14	25
Nevada	1	.....	.....	.....	.....	.....	.....	.....	.....	1
New Hampshire	1	.....	.....	.....	.....	.....	.....	5	4	10
New Jersey	2	1	.....	.....	1	.....	.....	.....	16	20
New Mexico	.....	1	.....	.....	.....	1	.....	3	3	8
New York	2	2	7	1	6	2	4	15	98	137
North Carolina	9	5	2	.....	.....	2	1	14	9	42
North Dakota	1	.....	.....	.....	.....	.....	.....	1	12	14
Ohio	2	.....	1	1	2	.....	1	6	39	52
Oklahoma	.....	.....	.....	.....	.....	1	.....	1	2	4
Oregon	1	.....	.....	.....	.....	.....	1	8	6	16
Pennsylvania	5	.....	4	.....	1	2	.....	31	92	135
Rhode Island	.....	.....	1	.....	.....	.....	.....	.....	1	2
South Carolina	2	.....	2	1	.....	1	.....	4	6	16
South Dakota	2	.....	.....	.....	.....	.....	.....	5	6	13
Tennessee	3	.....	.....	.....	.....	.....	.....	7	6	16
Texas	7	3	3	1	1	3	.....	8	40	66
Utah	.....	1	1	.....	.....	.....	.....	4	4	10
Vermont	.....	1	.....	.....	.....	.....	.....	.....	9	10
Virginia	1	6	.....	.....	1	7	.....	6	8	29
Washington	1	.....	.....	.....	.....	.....	.....	.....	3	4
West Virginia	1	2	.....	.....	.....	.....	.....	8	4	15
Wisconsin	3	.....	1	2	1	.....	.....	2	18	27
Wyoming	1	.....	1	.....	.....	.....	.....	2	2	6
Total	105	44	47	11	24	30	11	348	924	1,544

made by post-office inspectors and others during the fiscal year ended June 30, 1897.

Subject to jurisdiction of United States courts.										State courts.							
Disposition of cases.										Offenders.			Disposition of cases.				
Discharged on preliminary examination.	Tried and acquitted.	Proceedings dismissed.	Escaped.	Forfeited bail.	Died awaiting trial.	Discharged by the United States grand jury.	Convicted.	Awaiting trial.	Total.	Burglars.	All others.	Total.	Convicted.	Acquitted.	Awaiting trial.	Total.	Grand total in each State.
12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29
7	1	.....	....	....	.....	2	7	37	54	2	....	2	2	....	.....	2	56
.....	.....	.....	....	....	.....	.....	.....	1	1	....	....	....	....	....	.....	.....	1
.....	.....	.....	....	....	.....	.....	.....	4	4	....	....	....	....	....	.....	.....	4
5	.....	2	....	....	.....	2	14	19	42	5	1	6	4	1	1	6	48
.....	1	6	....	....	.....	2	20	16	45	....	1	1	....	....	1	1	46
7	2	.....	....	....	.....	5	17	18	49	2	....	2	2	....	.....	2	51
.....	.....	1	....	....	.....	.....	8	4	13	....	....	....	....	....	.....	.....	13
.....	.....	.....	....	....	.....	.....	.....	1	1	....	....	....	....	....	.....	.....	1
.....	1	1	....	....	.....	.....	5	3	10	....	....	....	....	....	.....	.....	10
.....	.....	.....	....	....	.....	2	7	14	23	....	....	....	....	....	.....	.....	23
3	.....	.....	....	....	1	1	4	27	36	2	....	2	2	....	.....	2	38
.....	.....	.....	....	....	.....	.....	4	.....	4	....	....	....	....	....	.....	.....	4
3	1	9	....	3	.....	11	62	43	132	2	3	5	4	....	1	5	137
.....	2	5	....	....	.....	.....	11	9	27	....	....	....	....	....	.....	.....	27
5	1	.....	....	....	.....	2	9	9	26	....	....	....	....	....	.....	.....	26
1	1	2	....	....	.....	8	28	32	72	3	....	3	2	....	1	3	75
1	.....	5	....	....	.....	4	20	22	52	7	1	8	3	2	3	8	60
2	1	1	....	....	.....	.....	7	10	21	....	....	....	....	....	.....	.....	21
.....	.....	.....	....	....	.....	.....	5	8	13	....	....	....	....	....	.....	.....	13
.....	.....	.....	....	....	.....	.....	4	2	6	....	....	....	....	....	.....	.....	6
10	4	1	....	1	.....	2	7	2	27	....	....	....	....	....	.....	.....	27
3	.....	.....	....	....	1	1	14	5	24	....	....	....	....	....	.....	.....	24
2	1	.....	....	....	.....	4	25	10	42	7	....	7	7	....	.....	7	49
3	.....	1	....	....	.....	1	9	5	10	1	....	1	.....	....	1	1	20
2	.....	.....	....	....	.....	2	2	19	25	1	....	1	.....	....	1	1	26
3	3	9	1	....	.....	9	45	24	94	12	5	18	13	1	4	18	112
.....	.....	.....	....	....	.....	.....	1	3	4	....	....	....	....	....	.....	.....	4
.....	1	.....	....	....	.....	1	17	6	25	5	1	6	4	....	2	6	31
.....	.....	.....	....	....	.....	.....	1	.....	1	....	....	....	....	....	.....	.....	1
.....	.....	.....	....	....	.....	4	5	1	10	....	....	....	....	....	.....	.....	10
.....	.....	.....	....	....	.....	6	11	3	20	....	....	....	....	....	.....	.....	20
1	1	.....	....	....	.....	.....	5	1	8	....	....	....	....	....	.....	.....	8
10	.....	2	1	....	.....	7	30	87	137	....	....	....	....	....	.....	.....	137
4	2	2	....	....	.....	.....	17	17	42	3	....	3	.....	....	3	3	45
.....	1	1	....	....	1	.....	6	5	14	1	....	1	1	....	.....	1	15
3	1	2	....	....	.....	1	28	17	52	7	1	8	4	....	4	8	60
.....	.....	1	....	....	.....	1	1	1	4	....	....	....	....	....	.....	.....	4
.....	.....	.....	....	....	.....	1	7	8	16	....	....	....	....	....	.....	.....	16
25	8	9	....	1	.....	.....	44	48	135	2	....	2	.....	....	2	2	137
.....	.....	.....	....	....	.....	1	.....	1	2	....	....	....	....	....	.....	.....	2
.....	2	1	....	....	.....	.....	7	6	16	....	....	....	....	....	.....	.....	16
.....	.....	.....	....	2	.....	2	6	3	13	....	....	....	....	....	.....	.....	13
.....	3	.....	....	....	.....	.....	2	11	16	1	....	1	1	....	.....	1	17
3	6	3	....	....	.....	.....	29	24	66	5	4	9	7	....	2	9	75
.....	.....	.....	....	....	.....	.....	1	9	10	....	....	....	....	....	.....	.....	10
.....	.....	.....	....	....	.....	.....	4	6	10	....	....	....	....	....	.....	.....	10
1	2	.....	....	....	.....	1	13	12	29	....	....	....	....	....	.....	.....	29
.....	.....	.....	....	....	.....	2	2	.....	4	1	....	1	1	....	.....	1	5
6	2	2	....	....	.....	.....	3	2	15	....	....	....	....	....	.....	.....	15
.....	1	4	....	....	.....	6	6	11	27	1	....	1	1	....	.....	1	28
1	1	.....	....	....	.....	.....	3	1	6	....	....	....	....	....	.....	.....	6
111	49	70	2	7	3	92	583	627	1,544	71	17	88	58	4	26	88	1,632

REPORT

OF THE

AUDITOR FOR THE POST-OFFICE DEPARTMENT

TO THE

SECRETARY OF THE TREASURY

AND TO

THE POSTMASTER-GENERAL

FOR THE

FISCAL YEAR ENDED JUNE 30, 1897.

REPORT

OF THE

AUDITOR FOR THE POST-OFFICE DEPARTMENT

TO THE

SECRETARY OF THE TREASURY.

TREASURY DEPARTMENT, OFFICE OF AUDITOR
FOR THE POST-OFFICE DEPARTMENT,
Washington, D. C., October 5, 1897.

SIR: I have the honor to present the following report of the operations of this office and the financial transactions of the Post-Office Department during the fiscal year ended June 30, 1897:

THE WORK OF THE BUREAU.

This is said to be the largest accounting office in the world. Its employees, nearly 500 in number, are engaged in the important work of adjusting the accounts of the entire postal service, with its $176,446,750.59 of receipts and expenditures. A separate ledger account is kept with each of the 70,000 post-offices in the country. It audits the pay of each of the postmasters, railway mail clerks, post-office clerks, letter carriers, mail contractors, and department employees, constituting the 150,000 persons on the pay rolls of the postal system. It receives, checks, assorts and files each of the 26,000,000 money orders issued annually in the United States, aggregating in amount $364,113,010.93.

DUTIES OF THE AUDITOR.

Briefly stated, the duties of the Auditor for the Post-Office Department are: To receive and examine all accounts of salaries and incidental expenses of the Office of the Postmaster-General and of all bureaus and offices under his direction; all postal and money order accounts of postmasters; all accounts relating to the transportation of the mails, and to all other business within the jurisdiction of the Post-Office Department, and certify the balances arising thereon to the Postmaster-General for accounts of the postal revenue and expenditures therefrom, and to the division of bookkeeping and warrants for other accounts, and send forthwith copies of the certificates in the latter cases to the Postmaster-General; to superintend the collection of debts due the Post-Office Department, and the payment of the salaries of the officers and clerks connected with his office.

The duties above outlined are assigned to and performed by the deputy auditor, chief clerk, disbursing clerk, and seven divisions, viz:

OFFICE OF THE DEPUTY AUDITOR.

The deputy auditor has general supervision of the work and assignment to duty of the clerks in the office; assumes charge of the office as Acting Auditor during the absence of the Auditor; signs all official papers designated by the Auditor, which includes drafts, letters, statements, post-office warrants, and other papers; is charged with the custody and care of the furniture, and has supervision of all requisitions relating to the purchase of furniture and miscellaneous supplies.

OFFICE OF CHIEF CLERK.

The chief clerk has charge of all the correspondence, the opening, reading, and assigning of all letters received; reading, preparing for signature, and press-copying letters sent; keeping the roll and making report of attendance and absence of employees, and preparing and forwarding to the Secretary of the Treasury all applications for leave taken by the employees; preparing and submitting to the Department of Justice for suit the accounts of postmasters, late postmasters, failing contractors, failing bidders, and late contractors, and keeping the record thereof; has charge of the seal of the office and the certifying of all official papers; recording decisions upon appeals to the Comptroller of the Treasury; keeping the record of attorneys suspended from practice; recording all orders of the Postmaster-General for allowances or disallowances of claims of postmasters for loss of postal funds, postage stamps, etc., and of money-order funds, by burglary, fire, or other unavoidable casualty; making requisitions for and issuing supplies, and has charge of all miscellaneous subjects not directly connected with the business of the several divisions and not otherwise assigned.

DISBURSING CLERK.

The disbursing clerk has charge of the preparation of pay rolls, disbursements of appropriations for the salaries of officers and employees; the disposition of deposits made in connection with offers of compromise of debts and judgments on post-office accounts, and the receipt and dispatch of the official registered mail matter.

BOOKKEEPING DIVISION.

The bookkeeping division keeps the general ledger accounts of the postal service, prepares the quarterly and annual reports of receipts and expenditures, and registers the Postmaster-General's transfer drafts and all warrants for the payment of mail contractors and other miscellaneous expenses of the postal service. The quarterly returns of postmasters, the accounts of postal depositaries, including the Treasurer and the several assistant treasurers of the United States, and the salary and expense accounts of the Post-Office Department, rendered by its disbursing officer, are audited, and ledger accounts kept by this division. A ledger account is also kept with each mail contractor.

COLLECTING DIVISION.

This division reviews all postal accounts in which differences are found by the bookkeeping division; collects balances due from and pays bal-

ances due to late and present postmasters on postal account; keeps a record of all changes of postmasters, new bonds, and the establishment and discontinuance of post-offices; has charge of the postal files, and conducts the general correspondence affecting this part of the work.

PAY DIVISION.

Adjusting and reporting for payment the accounts for the transportation of the mails by railroads, steamboats (foreign and domestic), star, mail messenger, and special mail service, and auditing the accounts of post-office inspectors, superintendent and assistant superintendents, Railway Mail Service, and sundry miscellaneous accounts, including post-office supplies.

INSPECTING DIVISION.

The examination of postmasters' weekly, semimonthly, and monthly statements of money-order business, with accompanying money orders, is made in the inspecting division. The work consists of comparing every money order with the credit claimed for its payment by the postmaster; checking and allowing credits when correct; detecting and correcting errors; verifying the fees charged by postmasters for issuing international and domestic orders, and making complete additions of the debit and credit sides of the statements.

ASSORTING AND CHECKING DIVISION.

The duties of this division are to assort by States, offices of issue, and arrange numerically by quarters all money orders received by the inspecting division, and to compare the coupons of all money orders issued with the amounts postmasters debit themselves in their money-order statements.

RECORDING DIVISION.

This division audits and adjusts the money-order accounts of postmasters, and has charge of the correspondence relating thereto. The statements of postmasters are received from the assorting and checking division, the footings entered in registers, and entries of deposits, drafts, and transfers verified by comparison with journal records of the original vouchers. Accounts are adjusted quarterly, and the differences between accounts as rendered and as audited are indicated by error circulars, and postmasters are directed to make the necessary corrections. Defective vouchers are returned for perfection. Statements as received are filed by States, alphabetically, in guard books and monitors. Accounts of late postmasters are adjusted by payment, transfer, or collection, as indicated by the balance. Detailed statements of account are referred for suit when balances due the United States are not paid after demand has been made on late postmasters and their sureties. Quarterly and annual statements of the money-order transactions of the United States, both domestic and international, with the revenue derived therefrom, are prepared for the information of the Secretary of the Treasury and the Postmaster-General.

FOREIGN DIVISION.

Adjusts and settles the postal and money order accounts with foreign countries; settles accounts of steamship companies for the ocean transportation of mails; settles quarterly with the German adminis-

tration the accounts containing the joint expenses for the maintenance of the sea post service on fast German steamers, and with the Cuban post department the accounts arising in connection with the conveyance of Cuban mails from Havana to Tampa; verifies all lists of money orders certified for payment in foreign countries and all lists received from foreign countries of orders certified for payment in the United States; assorts and numbers coupons of international money orders issued in the United States and international money orders issued in foreign countries for payment in the United States, and checks them against the lists; examines all statements of weights of mail dispatched to foreign countries by the various exchange offices, and conducts the correspondence arising in connection with the above duties.

POSTAL ACCOUNTS.

The work of auditing postal accounts is fully up to date and in satisfactory condition.

The prompt rendition of postmasters' accounts at the close of each quarter is very essential. This has been accomplished by immediately reporting to the Postmaster-General, for the purpose of notifying the sureties on the bonds, all officers who have failed to make their returns within the prescribed periods.

The failure of postmasters to make deposits of surplus postal funds as directed has been treated in like manner, resulting in the absence of large defalcations such as have been prevalent in prior years. By requiring all deposits to be made promptly the temptation to misappropriate funds is reduced to the minimum and the Government saved from loss.

Under the system required by the reorganization of this office by the "Dockery Commission," when the audited figures agree with those of the postmaster, no review is made, and any error made in auditing is not discovered, as the account passes to the files.

Reviews have been had of accounts found to be correct under the above method and some slight discrepancies found therein. The fact remains, however, that there is a possibility of serious errors being made, which can only be avoided by reviewing all postal accounts, instead of those wherein there are differences between the Auditor and postmasters.

The matter of the collection of balances due the United States on the postal accounts of late postmasters has received close attention, and great care has been given to that part of the work to avoid possibility of delay in the settlement of accounts, which might result in the release of the sureties by the expiration of the period of limitation prescribed by law.

The practice of the office now is, in all cases, so soon as the account of a retiring postmaster has been audited and the final balance due the United States determined, to have a collection draft issued against him for the amount and to inform him that if payment be not made within fifteen days demand will be made upon his sureties.

Prior to July 1, 1896, collection drafts were issued for the smaller amounts only, after failure to cause late postmasters to deposit the balances due the United States with the designated depositories. This frequently resulted in delay and much correspondence.

If collections can not be made within a reasonable time by means of collection drafts, inspectors are detailed by the Post-Office Department

to assist in making collections. Upon their failure the cases are promptly prepared for suit.

Another use of collection drafts, inaugurated during the last fiscal year with good results, is in cases where postmasters are delinquent in rendering their accounts to this office for two consecutive quarters. In addition to reporting these delinquencies to the Postmaster-General, the stamp stock with which the postmasters are accountable is charged to them as "sold" and collection drafts are issued against them. The usual result of these steps is a prompt rendition of accounts by the delinquent postmasters.

USELESS PAPERS.

In the files of this office there is a quantity of letters, accounts, memorandums, etc., which have long since served their usefulness and are no longer required. The estimated weight is 50 tons. The further preservation of these miscellaneous papers seems to be needless, and I recommend that authority be obtained from Congress to destroy them. A detailed statement thereof has been prepared and will be submitted when required. Their destruction at this time will save the expense of moving them from their present location to the new building, and will afford this office valuable floor space. Congress has already authorized the Secretary of the Treasury and the Postmaster-General to destroy all money-order statements rendered by postmasters and all paid money orders and paid postal notes accompanying the same after seven years shall have elapsed from the expiration of the period covered by such statements. (28 Stat. L., 107, and 29 Stat. L., 648.)

MONEY-ORDER ACCOUNTS.

During the past year close attention has been given to the matter of auditing the money-order accounts of postmasters, and there is continued improvement in this branch of the office.

DOUBLE PAYMENT OF MONEY ORDERS.

During the past fiscal year 877 of the duplicate money orders issued by the Money-Order Office of the Post-Office Department, which were transmitted by postmasters to this office as paid vouchers, were found upon investigation under the present system to be double payments, the original paid order in each case having been found in the files of this office. The amount represented by these duplicate payments is $3,058.50. In each of these cases the amount has already been refunded to the Government by the postmaster in error, or is in process of collection.

APPLICATION FOR WARRANTS.

During the fiscal year 3,123 applications for warrants to pay invalid money orders were referred by the Post-Office Department to this office, amounting to the sum of $28,959.91. Of this number, 3,061, amounting to $28,631.14, were certified to the Post-Office Department for payment. Of the number referred, 62, amounting to $328.77, were suspended and returned for cancellation, for the reason that an investigation of the files of this office developed the fact that the original [illegible] had been paid.

UNPAID DOMESTIC MONEY ORDERS.

The amount of domestic money orders remaining unpaid for one year from the last day of the month of issue, as evidenced by the advices and postmasters' monthly statements for the fiscal year ending June 30, 1897, was $40,734.12.

OUTSTANDING INDEBTEDNESS.

The amount of balances due on June 30, 1897, from late postmasters, and the actual damages due from failing contractors, late contractors, and failing bidders, on account of the fiscal year 1896 and prior years, was $685,228.17, divided as follows:

Late postmasters:	
Postal account	$151,674.95
Money-order account	102,284.16
Failing bidders and late and failing contractors	431,269.06
Total	685,228.17

Suit has been instituted for $616,767.01 of the above indebtedness, leaving $68,461.16 otherwise in the process of collection.

Within the past year 13,783 postmasters have been retired from office by death, resignation, or removal. The accounts of these postmasters, both postal and money order, have been audited.

The total sum accruing in the fiscal year 1897 is $44,861.69, viz:

Late postmasters:	
Postal account	$26,203.50
Money-order account	17,772.55
Failing contractors and failing bidders	885.64
Total	44,861.69

Of the 1897 indebtedness suit has been brought for $5,379.76, leaving the sum of $39,481.93 otherwise in process of collection.

RECAPITULATION.

Amount due on account of fiscal year 1896 and prior years	$685,228.17
Amount due on account of fiscal year 1897	44,861.69
Total	730,089.86
Amount for which suit has been instituted	622,146.77
Otherwise in process of collection	107,943.09

ACCOUNTS WITH THE TREASURY DEPARTMENT, ADJUSTED AND CERTIFIED TO SEPTEMBER 30, 1897.

Accounts of Rufus B. Merchant, disbursing clerk, Post-Office Department.

RECEIPTS.

Sales of post-route maps	$1,679.50

DISBURSEMENTS.

Appropriations.	Fiscal year—		Total.
	1896.	1897.	
Salaries		$758,613.19	$758,613.19
Post-route maps	$8,775.21	14,791.88	23,567.09
Official postal guides	684.17	18,148.74	18,832.91
Postage		550.00	550.00
Rent of buildings	5,375.01	20,208.32	25,583.33
Stationery	772.22	5,696.85	6,469.07
Fuel	187.05	6,789.90	6,976.95
Lights	247.65	3,442.94	3,690.59
Plumbing and light fixtures	357.50	285.96	643.46
Telegraphing	77.95	2,357.29	2,435.24
Painting		337.39	337.39
Carpets	69.75	2,538.40	2,608.15
Furniture	306.29	1,535.65	1,841.94
Horses and wagons		624.39	624.39
Hardware	45.63	117.96	163.59
Miscellaneous items	2,218.87	7,432.22	9,651.09
Congress of the Universal Postal Union		36,454.41	36,454.41
Total	19,117.30	879,925.49	899,042.79

Accounts certified for payment.

Deficiency in the postal revenues	$12,133,392.88
Reimbursement of postal revenues on account of L. A. Skinner	14.88
Total	12,133,407.76
Amount of repayments on account of "Deficiency in the postal revenues"	10,746.89
Amount of accounts certified to the credit of Pacific railroads for transportation of the mails	1,573,889.08

COLLECTIONS BY SUIT.

A table showing the number of accounts, and amount involved, submitted to the Department of Justice for suit during the last fiscal year, viz:

Accounts.	Number.	Amount.
Postal	63	$23,230.38
Money order	27	13,641.26
Mail service	7	3,583.39
Total	97	40,455.03

The amount collected by legal proceedings on postal, money order, and mail service accounts, including interest at 6 per cent, was $42,748.46, which is the largest collection made by this branch of the office for many years.

Appended hereto is a list of the accounts of postmasters, late postmasters, failing contractors, failing bidders, and late contractors, with balances remaining due thereon, exclusive of costs and interest, upon which legal proceedings were pending June 30, 1897.

Very respectfully,

Henry A. Castle
Auditor

The SECRETARY OF THE TREASURY.

Suits pending June 30, 1897.

Account.	Name of principal.	Designation.	Office or route.	Balance.	Year.	Remarks.
	ALABAMA.					
Money order	W. A. McCreless	Late postmaster	Albertville	$205.39	1886	Judgment.
Postal	James T. Tramel	do	Allsup	584.81	1883	Do.
Do	do	do	do	712.66	1887	Do.
Do	Joseph Presley	do	Andalusia	67.39	1868	Do.
Do	J. T. Pence	do	Ball Flat	1,648.97	1885	Do.
Do	Robert L. Houston	do	Birmingham	1,260.64	1893	Do.
Money order	do	do	do	356.27	1893	Do.
Postal	H. J. Winn	do	do	401.79	1897	Do.
Do	Warren E. Durham	do	Black Oak	29.57	1893	Do.
Do	Wm. H. Tennent	do	Center Star	23.98	1871	Do.
Do	Mitchell A. Smith	do	Charlton	19.57	1892	Pending.
Do	J. J. Scroggin	do	Coloma	682.04	1885	Judgment.
Do	C. W. Dustan	do	Demopolis	441.49	1873	Do.
Do	John T. Keyton	do	Dothen	49.48	1892	Do.
Do	Mary C. Marrs	do	East Lake	71.05	1891	Do.
Do	do	do	do	327.88	1893	Pending.
Money order	do	do	do	520.70	1893	Do.
Postal	John J. Haney	do	Eldridge	12.38	1892	Judgment.
Do	Holman Freeman	do	Fort Deposit	178.32	1871	Do.
Do	Henry Atkinson	do	Gnatville	828.62	1885	Do.
Do	Jacob Greenwald	do	Hamburg	48.72	1880	Do.
Do	Daniel McRae	do	Harpersville	245.70	1879	Do.
Do	do	do	do	804.09	1885	Do.
Do	do	do	do	106.88	1887	Do.
Do	George Hunt	do	Hartsells	104.78	1874	Pending.
Do	John L. Shank	do	Houston	80.11	1880	Judgment.
Do	John W. Davison	do	Lovan	63.77	1891	Do.
Money order	do	do	do	420.58	1891	Do.
Postal	George W. Brown	do	Marion	478.82	1870	Do.
Do	Edwin D. Olmstead	do	New Decatur	92.93	1891	Do.
Money order	do	do	do	2,344.89	1891	Do.
Postal	Jacob Black	do	North Birmingham	148.13	1896	Pending.
Money order	do	do	do	381.65	1896	Do.
Postal	Gilbert Gay	do	Roanoke	92.91	1893	Do.
Money order	do	do	do	181.06	1893	Do.
Postal	Leonard F. Townsend	do	Wetumpka	163.45	1893	Do.
Mail service	Willard W. Harris	Failing bidder	Two routes	106.27	1891	Do.
Do	D. L. James	Failing contractor	One route	1,800.31	1880	Judgment.
Do	Joseph T. Stephens	Failing bidder	do	269.82	1891	Do.
	Total			16,937.87		

[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	1880	Judgment.
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	1880	Do.
[illegible]	[illegible]	[illegible]	[illegible]	[illegible] 91	1885	Appeal pending.
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	1893	Credits authorized by Congress.
[illegible]	[illegible]	[illegible]	[illegible]	2 03	1894	Pending.
[illegible]	[illegible]	[illegible]	[illegible]	100 34	1894	Do.
	[illegible]			[illegible]		
[illegible]	[illegible]	Late postmaster	[illegible]	20 00	1896	Pending.
[illegible]	[illegible]	do	[illegible]	171 60	1896	Do.
[illegible]	[illegible]	do	[illegible]	[illegible] 26	1892	Judgment.
Do	[illegible]	do	[illegible]	94 01	1882	Do.
Do	[illegible]	do	[illegible]	[illegible] 71	1893	Pending.
Do	[illegible]	do	[illegible]	[illegible]	1896	Do.
Do	[illegible]	do	[illegible]	[illegible] 40	[illegible]	Judgment.
Mail service	[illegible]	Failing contractor	[illegible]	2,[illegible]	1887-88	Do.
Do	[illegible]	Failing bidder	Route No. [illegible]	[illegible]	1872	Do.
Do	[illegible]	Failing contractor	Route No. [illegible]	12,[illegible] 47	1877	Do.
Do	[illegible]	do	[illegible]	[illegible] 15		Do.
	Total			[illegible]		
[illegible]	William M. [illegible]	Late postmaster	[illegible]	[illegible]	[illegible]	Pending.
[illegible]	[illegible]	do	Los Angeles	[illegible]	[illegible]	Do.
[illegible]	[illegible]	do	Pasadena	[illegible]	1891	Do.
[illegible]	[illegible]	do	[illegible]	[illegible]	[illegible]	Do.
[illegible]	[illegible]	do	San Francisco	[illegible]	[illegible]	Do.
[illegible]	[illegible]	do	Uncle Sam	[illegible]	[illegible]	Judgment in State of Washington.
[illegible]	[illegible]	do	[illegible] Lake	[illegible]	[illegible]	Judgment.
[illegible]	[illegible]	Failing contractor	[illegible]	[illegible]	[illegible]	Do.
[illegible]	[illegible]	Failing bidder	Route No. [illegible]	[illegible]	[illegible]	Do.
[illegible]	[illegible]	[illegible]	Route No. [illegible]	[illegible]	[illegible]	Do.
[illegible]	[illegible]	Failing contractor	[illegible]	[illegible]	[illegible]	Do.
[illegible]	[illegible]	do	[illegible]	[illegible] 19	1891	Pending.
	Total			[illegible]		

[illegible]oney order	[illegible]	
Postal	W[illegible]	
Do	H. W. M[illegible]	
Do	Abner F. Holt	
Do	Joseph P. Lide	
Money order	Total	

Suits pending June 30, 1897—Continued.

Account.	Name of principal.	Designation.	Office or route.	Balance.	Year.	Remarks.
	COLORADO.					
Postal	Ambrose Bray	Late postmaster	Central City		1894	Pending.
Money order	Edgar H. Cooper	do	Cortez	$1,798.93	1893	Judgment.
Do	Michael B. Downey	do	Globeville	1,015.40	1895	Pending.
Postal	William H. Gowdy	do	Fremont	49.57	1891	Do.
Do	do	do	Morland	24.07	1892	Do.
Do	do	do	Fremont	631.61	1892	Do.
Do	do	do	Cripple Creek	250.05	1893	Do.
Do	John A. Lafferty	do	Georgetown	1,035.46	1868	Judgment.
Do	do	do	do	1,058.58	1869	Do.
Do	James G. Sheek	do	Parrott	171.21	1885	Do.
Money order	John S. Wheeler	do	Platteville	193.06	1889	Do.
Mail service	Lewis Barnum	Failing contractor	Three routes	20,350.81		Do.
Do	Wash. T. Bennett	do	Thirty-one routes	30,698.61	1885–86	Pending.
Do	Perley and Walter Wason	do	Route No. 38211	3,069.53	1885	Do.
	Total			60,346.89		
	DISTRICT OF COLUMBIA.					
Mail service	Albert E. Boone	Failing contractor	Two routes	326.60	1879	Judgment.
Do	J. B. Colegrove	do	Eighteen routes	4,676.06	1891–93	Do.
Do	C. C. Frayser	do	Thirteen routes	3,665.82	1880	Do.
Do	W. W. Hall	do	Seven routes	1,847.02	1892–93	Do.
Do	Charles A. McEuen	do	Two routes	489.79	1880	Pending.
	Total			10,945.31		
	FLORIDA.					
Postal	John T. Jolly	Late postmaster	Cedar Keys	679.53	1870	Pending.
Do	Kirby A. Griner	do	Dunnellon	170.90	1895	Do.
Money order	do	do	do	331.80	1895	Do.
Postal	Edward H. Reed	do	Jacksonville	784.95	1871	Judgment.
Money order	do	do	do	813.94	1871	Do.
Do	J. C. Emerson	do	Fernandina	645.94	1874	Do.
Do	William R. Bush	do	Lake City	70.01	1894	Pending.
Postal	W. B. Saunders	do	Lake de Funiak	27.72	1884	Do.
Do	do	do	do	269.67	1885	Do.
Do	do	do	do	27.43	1884	Do.
Do	J. M. Nall	do	Marysville	1,283.10	1885	Do.
Do	do	do	do	449.06	1886	Do.
Do	Alfred B. Osgood	do	Madison	710.49	1892	Judgment.
Money order	do	do	do	22.84	1892	Do.

Postal	John Carlovitz	do	Milton	1,343.68	1885	Appeal taken by United States.
Do	do	do	do	339.29	1888	Do.
Do	Simeon P. Lewis	do	Moseley Hall	350.52	1887	Pending.
Do	William Perkins	do	Moultrie	35.97	1887	Do.
Money order	William M. Eatman	do	Pemberton	629.17	1894	Do.
Postal	George T. Hubert	do	Punta Gorda	411.67	1895	Judgment.
Money order	do	do	do	2,577.07	1895	Do.
Postal	Robert Meacham	do	do	177.85	1892	Pending.
Money order	do	do	do	112.82	1892	Do.
Do	L. M. Moore	do	Sanford	220.92	1878	Do.
Postal	Charles R. Jenkins	do	Sneads	42.08	1895	Judgment.
Money order	do	do	do	10,784.02	1895	Do.
Postal	John C. Calhoun	do	Spring Warrior	693.48	1885	Pending.
Do	do	do	do	127.21	1887	Do.
Do	James S. Fannin	do	West Wynnton	1,628.67	1885	Do.
Do	do	do	do	364.05	1887	Do.
Mail service	John W. Price	Late contractor	Four routes	198.46		Do.
Do	D. Brown Stennis	Failing bidder	One route	80.00	1895	Do.
	Total			26,413.31		
	GEORGIA.					
Postal	Michael P. Suber	Late postmaster	Andersonville	753.45	1886	Pending.
Do	do	do	do	67.14	1886	Do.
Do	William T. Crane	do	Athens	123.88	1873	Judgment.
Money order	Gussie Barksdale	do	Box Spring	358.67	1895	Pending.
Postal	Stephen R. Potts	do	Forsyth	529.89	1876	Judgment.
Money order	Screven A. Sweat	do	Homerville	74.49	1893	Pending.
Postal	Milton Watts	do	Igo	60.00	1893	Do.
Do	do	do	do	69.22	1895	Do.
Money order	J. M. Rice	do	Jamaica	27.28	1894	Do.
Postal	Stella R. Laird	do	La Grange	2,286.90	1893	Pending in middle district of Alabama.
Money order	do	do	do	3,493.70	1893	Do.
Postal	John M. James	do	Lithia Springs	122.88	1890	Judgment.
Do	Andrew J. Dickson	do	Mershon	455.03	1890	Do.
Money order	W. S. James	do	Montezuma	344.07	1873	Do.
Postal	John W. Clements	do	Preston	67.36	1874	Do.
Do	John T. Wharton	do	do	62.44	1875	Do.
Do	Josiah G. W. Mills	do	Redclay	150.30	1895	Pending.
Do	John F. Simmons, jr.	do	Redoak	504.18	1886	Do.
Do	do	do	do	94.69	1887	Do.
Postal	Charles W. Ashley	do	Rochelle	174.40	1891	Do.
Money order	John F. Roberts	do	Sandersville	751.60	1893	Do.
Postal	[illegible]	do	Sanfordville	511.69	1885	Judgment.
Money order	William S. Brent	do	Starkville	68.03	1865	Do.
Postal	[illegible]	do	Stockton	78.18	1874	Do.
Money order	[illegible]	do	Valdosta	646.43	1894	Pending.
Postal	[illegible]	do	Waresboro	102.41	1895	Do.
	Total			11,978.31		

Suits pending June 30, 1897—Continued.

Account.	Name of principal.	Designation.	Office or route.	Balance.	Year.	Remarks.
	IDAHO.					
Postal	Charles P. Tatro	Late postmaster	Bellevue	$425.31	1883	Judgment.
	ILLINOIS.					
Postal	Thaddeus O. Jones	Late postmaster	Auburn Park	470.15	1893	Pending.
Do	James Allen, jr	do	Bloomington	465.64	1865	Judgment.
Do	Daniel Scully	do	Cummings	271.68	1889	Do.
Do	David P. O'Leary	do	Evanston	215.50	1896	Pending.
Do	B. H. Bishop	do	Freemanton	195.87	1872	Judgment.
Do	Robert Doughty	do	Lovilla	16.94	1862	Do.
Do	John L. Walsh	do	South Chicago	777.94	1890	Do.
Do	Alex S. Scott	do	Wethersfield	1,250.64	1886	Pending.
Mail service	James M. Blades	Failing contractor	Three routes	310.33	1879	Judgment.
	Total			3,974.69		
	INDIANA.					
Postal	Samuel S. Heiney	Late postmaster	Mooreland	5.87	1896	Pending.
Money order	do	do	do	457.70	1896	Do.
Postal	Furman Y. Brill	do	Riley	151.56	1893	Do.
Money order	James H. Clugage	do	Sullivan	.43	1894	Do.
	Total			615.56		
	INDIAN TERRITORY.					
Money order	Wm. F. Weeks	Late postmaster	Hartshorne	5,052.19	1895	Pending.
	IOWA.					
Postal	Nelson Huckins	Late postmaster	Brush Creek	22.40	1868	Judgment.
Do	Milton H. Westbrook	do	Lyons	242.92	1890	Pending.
Do	John McGaughey	do	Mount Ayr	191.15	1867	Judgment.
Do	Clarence S. Wilson	do	Pella	591.70	1866	Do.
Mail service	Nathan Harvey	Late contractor	One route	176.07		Pending.
	Total			1,224.24		
	KANSAS.					
Postal	Elijah L. Pierce	Late postmaster	Delta	49.83	1880	Judgment.
Do	August Jaedicke	do	Hanover	527.49	1892	Appeal taken by defendants.

Do	Newton M. Wellman	....do	Rosedale	26.00	1884	Judgment.
Mail service	R. N. Bennett	Failing contractor	Twenty-three routes	16,132.04	1889	Do.
Do	W. L. Bumgarner, I. C. Bumgarner, J. W. Hudson	Failing contractors	Seven routes	3,503.39	1889-90	Do.
Do	G. C. Charles	Failing contractor	One route	1,723.91	1890	Appeal taken by United States.
Do	Riley Lake	....do	....do	762.17	1891	Judgment.
Do	D. T. McFarland	....do	Twenty-one routes	12,062.32	1889	Do.
Do	J. A. Moore	Failing bidder	Two routes	23,462.50	1870	Pending.
	Total			67,668.74		
	KENTUCKY.					
Postal	Wm. L. Malone	Late postmaster	Campbellsville	489.37	1891	Pending.
Money order	....do	....do	....do	10.48	1891	Do.
Postal	James B. Stallard	....do	Colly	28.10	1894	Do.
Do	Wm. R. Bates	....do	Glasgow	917.76	1861	Judgment.
Do	Thomas F. McClure	....do	Hardinsburg	173.06	1894	Do.
Do	Preston J. Hall	....do	Hoskinston	47.37	1894	Pending.
Do	Cornelius S. Smith	....do	Jolly	86.20	1893	Judgment.
Do	Wm. T. Davis	....do	Middlesboro	262.94	1894	Do.
Do	George C. Everett	....do	Mt. Sterling	1,632.49	1896	Do.
Money order	....do	....do	.... do	286.61	1896	Do.
Postal	Hugh Mulholland, jr.	....do	Paducah	110.81	1892	Do.
Do	Frank E. Schmuck	....do	Saxony	169.80	1896	Pending.
Money order	....do	....do	.... do	49.62	1896	Do.
Mail service	J. N. Brafford	Failing contractor	Three routes	1,964.16	1881	Judgment.
Do	Calvin Caywood	....do	One route	107.46	1879	Do.
Do	Chelf & Cogar	Failing contractors	.... do	720.05	1887	Do.
Do	D. W. Conger	Failing contractor	Nine routes	3,046.76	1887-8-9	Do.
Do	A. K. Cook	.... do	Sixty-eight routes	12,435.01	1880	Do.
Do	Wm. Craft	Failing bidder	One route	51.55	.....	Do.
Do	Parks B. Engle	Failing contractor	....do	100.96	1879	Do.
Do	Edgar H. Gaither	Late contractor	Four routes	318.06	.....	Do.
Do	James T. Gibson	Failing contractor	Fifty-six routes	10,684.15	1880	Do.
Do	Glass & Goodin	Failing contractors	Nineteen routes	2,960.20	1880-81	Do.
Do	Hiram Hogg	Failing contractor	Thirty-one routes	10,234.80	1891	Do.
Do	J. W. Jones	.... do	Three routes	341.60	1887-90	Do.
Do	J. V. Loveless	....do	....do	786.50	.....	Do.
Do	John W. Reeder	....do	One route	607.07	1878	Do.
Do	A. L. Reid	....do	Eleven routes	4,236.96	1887-88	Do.
Do	James R. Sawyer	.... do	Seven routes	176.68	1881	Do.
Do	E. E. & J. R. Sawyer	Failing contractors	Two routes	339.63	1879	Do.
Do	Stewart Wyatt	Failing contractor	One route	3.87	1879	Do.
Do	Thomas J. Wyatt	....do	Eight routes	2,579.59	1880-81	Do.
	Total			55,908.67		

Suits pending June 30, 1897—Continued.

Account.	Name of principal.	Designation.	Office or route.	Balance.	Year.	Remarks.
	LOUISIANA.					
Money order	Frank Connelly	Late postmaster	Alexandria	$1,053.33	1881	Judgment.
Postal	William A. Moulton	do	Bastrop	141.07	1870	Do.
Do	Simon Witkowski	do	Caledonia	17.30	1867	Pending.
Do	Richard W. Francis	do	Houma	987.04	1870	Do.
Money order	do	do	do	7,865.33	1870	Do.
Do	Charles Leroy	do	Natchitoches	1,957.32	1872	Judgment.
Postal	Joseph F. De Vargas	do	do	323.88	1875	Do.
Do	Ernest Foutenette	do	St. Martinsville	114.46	1871	Do.
Mail service	Sanders F. Oliver	Failing contractor	One route	389.06	1881	Do.
	Total			12,848.79		
	MARYLAND.					
Postal	F. A. Tolson	Late postmaster	Riverside	1,022.01	1885	Pending.
Do	do	do	do	307.85	1887	Do.
Do	James H. Frazier	do	St. Leonards	85.80	1894	Do.
Do	Basil H. Betts	do	Woodbine	100.12	1889	Do.
	Total			1,515.78		
	MICHIGAN.					
Money order	Wm. C. Simmons	Late postmaster	Hesperia	2,384.31	1898	Pending.
Postal	John E. Mannering	do	Ingalls	298.31	1891	Do.
Do	Charles D. Smith	do	Marshall	764.35	1841	Judgment.
Do	H. A. Reed	do	Mill Point	90.93	1861	Do.
Do	Avery M. Dewey	do	Riga	10.85	1867	
Do	J. M. McKinley	do	St. James	65.21	1861	Pending.
Do	W. F. Clitz	do	Sault de Ste. Marie	135.81	1861	Judgment.
Do	T. W. Hastings	do	Zilwaukee	130.40	1866	Do.
Mail service	Emery F. Califf	Failing contractor	One route	1,397.30	1878	Do.
	Total			5,277.47		
	MINNESOTA.					
Postal	Mathias Snyder	Late postmaster	Germania	379.97	1881	Judgment.
Do	Joseph Buttweiler	do	New Munich	24.29	1886	Do.
Do	James B. Summer	do	Pillager	82.06	1895	Do.
Do	Charles A. Peterson	do	Thomson	3.16	1896	Do.
Money order	do	do	do	387.55	1896	Do.
Mail service	J. H. Sugden	Late contractor	One route	49.32		Do.
	Total			926.35		

	MISSISSIPPI.					
Postal	James J. Gibson	Late postmaster	Corinth	146.96	1871	Judgment.
Do	Robert Brentlinger	do	Greenville	594.72	1875	Do.
Do	C. M. Baskin	do	Hazlehurst	401.74	1870	Do.
Do	Wm. H. Gibbs	do	Jackson	3,720.01	1893	Do.
Money order	Wm. Young	do	Waveland	601.24	1894	Pending.
Do	Irene E. Huddleston	do	Williamsburg	182.00	1894	Do.
Mail service	Jordan Magee	Failing contractor	Three routes	562.44	1879	Do.
Do	J. H. Packwood	do	Five routes	1,156.43	1879	Judgment.
Do	James Robinson	do	Two routes	395.07	1879	Do.
	Total			7,760.61		
	MISSOURI.					
ostal	J. M. Nickell	Late postmaster	Hannibal	365.05	1890	Judgment.
Do	Henry Hahn	do	Lowell	61.50	1872	Do.
Do	Geo. M. Shelley	do	Kansas City	363.85	1888	Pending.
Money order	James E. Williams	do	Mountain View	59.63	1896	Do.
Postal	James M. Wisdom	do	Saratoga	92.39	1884	Judgment.
Mail service	A. M. De Priest	Failing contractor	One route	544.65	1879	Do.
Do	J. J. Griffith	Failing bidder	do	164.53		Do.
Do	M. A. Thompson	Failing contractor	do	237.01	1881	Do.
Do	Richard Ritter	do	Eleven routes	3,197.61	1882	Do.
Do	F. T. Welch	do	Four routes	480.32	1882	Do.
	Total			5,566.54		
	MONTANA.					
Postal	Elba W. Pember	Late postmaster	Bowen	18.00	1892	Judgment.
Do	Frank J. Nesbitt	do	Bozeman	4,343.78	1896	Do.
Money order	do	do	do	59.43	1896	Do.
	Total			4,421.21		
	NEBRASKA.					
	Elmer O. Blake	Late postmaster	Butte	195.30	1893	Judgment.
ler	do	do	do	498.36	1893	Do.
	John J. Truman	do	Genoa	713.76	1890	New trial granted.
ler	do	do	do	1,392.59	1890	Do.
	James Drake	do	Gilead	22.96	1894	Pending.
	J. M. Naper	do	Grand Rapids	167.01	1895	Do.
	Marian Davis	do	Roselma	554.80	1894	Do.
service	Joel Hale	Failing contractor	Eight routes	1,795.32	1889	Judgment.
	Total			5,340.10		

Suits pending June 30, 1897—Continued.

Account.	Name of principal.	Designation.	Office or route.	Balance.	Year.	Remarks.
	NEVADA.					
Postal	L. C. Peace	Late postmaster	Humboldt City	$202.02	1865	Judgment.
Do	T. W. Abraham	do	Pioche	1,920.23	1874	Do.
Do	George Dean	do	Silver City	893.29	1864	Pending.
Do	do	do	do	428.32	1865	Judgment.
	Total			3,443.86		
	NEW JERSEY.					
Money order	Jacob D. Schor	Postmaster	Nordhoff	2,510.38	.....	Pending.
	NEW MEXICO.					
Money order	A. M. Swan	Late postmaster	Gallup	168.24	1890	Appeal taken by United States.
Do	Emma J. Hansberg	do	Hansberg	477.52	1894	Pending.
Postal	Hans A. Olson	do	Kelly	226.28	1895	Do.
Money order	Fernando Nolan	do	Mora	1,330.87	1890	Judgment.
Postal	Jose T. Dominquez	do	Pena Flor	98.91	1896	Pending.
Do	Geo. W. Howland	do	Santa Fe	2,707.47	1870	Judgment.
	Total			5,009.29		
	NEW YORK.					
Postal	Joseph Hegeman	Late postmaster	Bayville	323.29	1894	Pending.
Money order	do	do	do	1,291.43	1894	Do.
Do	C. H. Kennard	do	Chauncey	2,320.18	1894	Appeal taken by United States.
Postal	Beriah Wilber	do	Indian Lake	210.57	1884	Judgment.
Do	do	do	do	208.04	1885	Do.
Do	Aaron L. Christie	do	Nyack	2,700.00	1880	Pending.
Money order	Peter F. Vaupel	do	Wakefield	601.30	1893	Do.
Postal	John H. McVean	do	West Haverstraw	132.63	1896	Do.
Mail service	Thomas J. Crouch	Failing contractor	Two routes	728.32	.....	Judgment.
Do	J. W. McCullah	do	Six routes	1,331.18	1880–81	Pending.
	Total			9,846.94		
	NORTH CAROLINA.					
Postal	John Q. A. Henry	Late postmaster	Allreds	119.33	1894	Pending.
Do	Thomas W. Thatham	do	Andrews	192.75	1894	Do.

Do	George W. Cannon	do	Asheville	3,444.16	1893	Do.
Do	Anton Ebert	do	Bannermans	81.88	1893	Judgment.
Do	Mrs. Ann E. Cherry	do	Bay River	83.58	1875	Do.
Do	Robert E. McDonald	do	Charlotte	3,387.01	1876	Do.
Money order	do	do	do	983.97	1876	Do.
Do	do	do	do	105.54	1875	Do.
Postal	Neill C. Hall	do	Clarkton	59.56	1893	Do.
Money order	do	do	do	88.08	1893	Do.
Postal	John E. Wilcox	do	Debruhls	557.28	1896	Do.
Do	Wm. Lambell Kimmell	do	Glen Inglis	184.60	1895	Pending.
Do	Mrs. V. C. McCraw	do	Henderson	250.23	1880	Judgment.
Money order	do	do	do	134.65	1880	Do.
Postal	Medora H. Thompson	do	Horse Cove	678.88	1894	Pending.
Money order	Joseph Edgerton	do	Kenly	300.21	1894	Judgment.
Postal	do	do	do	38.47	1894	Do.
Do	Owen S. Lanier	do	Lanier	37.90	1893	Do.
Money order	Samuel B. Snell	do	Mackey Ferry	165.18	1893	Do.
Postal	John O. Griffith	do	Micaville	89.41	1889	Pending.
Do	Hezekiah Cooke	do	Oberlin	206.72	1894	Judgment.
Money order	do	do	do	116.23	1894	Do.
Postal	A. Webster Shaffer	do	Raleigh	54.52	1894	Pending.
Money order	do	do	do	4.37	1894	Do.
Do	John W. Scott, jr	do	Sanford	545.70	1896	Do.
Postal	Jane Horton	do	Scottville	35.69	1892	Do.
Do	Mary E. Swing	do	Smith Grove	158.18	1896	Do.
Do	Frank Davis	do	Southport	51.69	1893	Do.
Money order	do	do	do	337.08	1893	Do.
Postal	Columbus M. Mills	do	Tryon	309.50	1895	Do.
Money order	do	do	do	473.60	1895	Do.
Postal	Peter P. Smith	do	Wakulla	26.46	1893	Judgment.
Do	W. R. Whitley	do	Whitley	346.12	1887	Pending.
Do	George Z. French	do	Wilmington	367.63	1894	Judgment.
Do	Wm. H. Wheeler	do	Winston	35.76	1890	Pending.
Do	do	do	do	384.71	1894	Do.
Mail service	Jesse A. Crisp	Failing contractor	One route	81.88	1887	Do.
Do	Wm. T. Hayes	do	Two routes	237.18	1887	Do.
Do	James J. Horton	do	do	262.54	1883	Do.
Do	John F. Logan	do	Eight routes	2,644.52	1884	Do.
Do	Wm. R. Lovell	do	One route	90.55	1891	Do.
Do	R. G. Winn	do	Seven routes	684.06	1888	Do.
	Total			18,427.42		
	NORTH DAKOTA.					
Postal	Orson L. Freeman	Late postmaster	Grand Forks	23.23	1875	Judgment.
Money order	Wm. E. Mansfield	do	Minot	198.23	1893	Pending.
	Total			221.46		

Suits pending June 30, 1897—Continued.

Account.	Name of principal.	Designation.	Office or route.	Balance.	Year.	Remarks.
	OKLAHOMA.					
Postal	Thos. J. Mann	Late postmaster	Cleveland	$198.48	1894	Judgment.
Do	do	do	do	147.20	1895	Do.
Money order	do	do	do	411.42	1895	Do.
Postal	Harvey E. Tompson	do	Kremlin	102.27	1896	Do.
Money order	do	do	do	203.05	1896	Do.
Postal	Joshua Copeland	do	Waynoka	40.23	1894	Pending.
Do	do	do	do	14.58	1895	Do.
	Total			1,117.23		
	OHIO.					
Mail service	L. F. Sturdevant	Failing contractor	Three routes	1,390.94	1889	Judgment.
Do	J. D. Emerson	Late contractor	Eleven routes	852.21		Do.
	Total			2,243.15		
	OREGON.					
Postal	William Griffiths	Late postmaster	Crown Rock	70.78	1892	Judgment.
Do	Joseph Bassett	do	New Bridge	24.85	1888	Do.
	Total			95.63		
	PENNSYLVANIA.					
Postal	A. Dalrymple	Late postmaster	Browns Mills	89.65	1869	Pending.
Do	Miles Beaty	do	Clarion	139.28	1868	Do.
Money order	John Breen	do	Gladwyne	1,103.93	1893	Do.
Postal	Samuel Ware	do	Kensington	2,239.00	1862	Judgment.
Do	Isaac F. Tillinghast	do	La Plume	89.41	1891	Pending.
Do	do	do	do	352.46	1893	Do.
Do	John O'Brien	do	Pencord	147.71	1895	Judgment.
Do	Robert T. Perry	do	Ringgold	361.25	1885	Pending.
Mail service	J. Frank Boyer	Failing contractor	One route	789.99	1880	Judgment.
Do	B. Frank Crouse	do	Five routes	41,276.05	1892	Pending.
	Total			46,588.73		
	SOUTH CAROLINA.					
Postal	W. Walker Russell	Late postmaster	Anderson Court-House	124.91	1894	Pending.
Do	Aaron G. Varn	do	Bamberg	62.48	1891	Judgment.

Do	Samuel B. Doilly	do	Brickhouse	613.69	1894	Do.
Do	Jabez J. Sanders	do	Delemars	43.47	1892	Do.
Do	Peter W. Drawdy	do	Drawdys	38.83	1894	Do.
Do	George E. Hart	do	Elloree	101.75	1893	Pending.
Money order	do	do	do	456.52	1893	Do.
Postal	Joseph W. Tolbert	do	Ninetysix	35.77	1893	Do.
Money order	do	do	do	93.17	1893	Do.
Postal	Philipp Gerlach	do	Orangeburg Court-House	634.91	1895	Do.
Money order	do	do	do	97.53	1895	Do.
Postal	Henry B. Hendricks	do	Pickens Court-House	132.74	1894	Do.
Do	Edward D. Bennett	do	Rantowles	337.14	1893	Do.
Do	Jerry H. Payne	do	Stewart	54.16	1888	Judgment.
Do	Silas Holshouser	do	Virgil	21.36	1895	Pending.
Do	Gustave B. Ambler	do	Wellford	98.80	1890	Do.
	Total			2,947.23		
	SOUTH DAKOTA.					
Postal	J. W. C. White	Late postmaster	Carbonate	36.44	1888	Judgment.
Money order	do	do	do	968.04	1888	Do.
Postal	John Mansfield	do	Mansfield	74.73	1895	Do.
Do	C. H. McIntyre	do	Yankton	503.40	1874	Do.
Mail service	Albert T. Hanson	Failing contractor	One route	538.07	1889	Do.
	Total			2,119.68		
	TENNESSEE.					
Postal	William M. King	Late postmaster	Clairfield	306.26	1895	Pending.
Do	King C. Griffin	do	Deep Spring	36.94	1896	Do.
Mail service	W. F. Jones	Failing contractor	Two routes	1,166.62	1887	Judgment.
	Total			1,509.82		
	TEXAS.					
Postal	Eugene A. Gage	Late postmaster	Barnards Mill	58.32	1874	Judgment.
Do	J. Robert Brown	do	Brownwood	114.70	1879	Do.
Money order	Charles M. Norton	do	Calvert	33.10	1892	Appeal taken by defendants.
Do	do	do	do	1,108.50	1893	Do.
Do	do	do	do	1,454.98	1895	Do.
Do	Milton T. Johnson	do	Center	578.07	1893	Pending.
Postal	C. W. Clifton	do	Greenwood	39.37	1880	Judgment.
Do	Charles A. Hemmenway	do	Grigsbys Bluff	20.19	1893	Do.
Do	F. W. Rhinehart	do	Groesbeck	541.98	1872	Do.
Do	John W. Tompkins	do	Ironwood	79.29	1873	Do.
Do	Enos C. England	do	Kaufman	194.96	1885	Do.
Money order	do	do	do	1,536.24	1885	Do.
Postal	Champion Cowan	do	Lockhart	82.58	1873	Do.
Money order	Henry Andrews	do	Lyons	67.13	1893	Do.
Postal	John H. Cooke	do	Quinlin	74.99	1896	Pending.

Suits pending June 30, 1897—Continued.

Account.	Name of principal.	Designation.	Office or route.	Balance.	Year.	Remarks.
	TEXAS—continued.					
Money order	John H. Cooke	Late postmaster	Quinlin	$5,096.69	1896	Pending.
Postal	J. W. Vining	do	Rusk	127.06	1873	Judgment.
Do	Fred C. Bauman	do	Sumpter	46.84	1872	Do.
Do	Wm. L. Culbreath	do	do	123.22	1871	Do.
Do	Philip T. Ball	do	Sunset	80.25	1885	Do.
Money order	do	do	do	5,406.67	1885	Do.
Do	O. J. Posey	do	Sweet Water	30.56	1886	Do.
Do	J. F. Rasbury	do	Tyler	293.48	1873	Do.
Mail service	H. F. Dunson	Failing contractor	Six routes	1,301.86	1886	Do.
Do	J. F. Witt	do	Two routes	2,414.18		Do.
	Total			20,965.21		
	UTAH.					
Postal	Brigham L. Young	Late postmaster	Kanab	960.23	1884	Judgment.
Do	Ida Jones	do	Manti	72.88	1888	Do.
Mail service	T. C. Jackson	Failing contractor	Route No. 41125	43,591.03		Pending.
Do	Henry C. Kennedy	do	Two routes	27,215.69		Do.
	Total			71,839.83		
	VIRGINIA.					
Postal	Wm. H. White	Late postmaster	Bremo Bluff	78.99	1891	Judgment.
Do	Wells Blevins	do	Green Cove	10.80	1894	Pending.
Money order	Virginia C. Fizer	do	Intermont	191.19	1894	Judgment.
Postal	Lorenzo D. McMillion	do	Macks Gap	778.91	1890	Do.
Money order	Josephine M. Owens	do	Waterfall	249.51	1895	Pending.
Do	do	do	do	65.25	1895	Do.
Do	do	do	do	325.99	1895	Do.
Mail service	Luther Lewis	Failing contractor	One route	482.34	1892	Judgment.
Do	Samuel M. McArthur	do	Fourteen routes	4,003.13	1892	Do.
	Total			6,186.11		
	WASHINGTON.					
Postal	Phineas M. Annis	Late postmaster	Alderson	44.38	1894	Pending.
Do	F. E. Scriver	do	Boundary	138.15	1895	Do.
Money order	do	do	do	1,521.12	1895	Do.
Postal	Sadie Young	do	Deep Creek Falls	46.13	1891	Judgment.
Do	John Martin	do	Rochester	584.04	1894	Pending.

Money order	Julius C. Lovejoy	do	Ruby	853.21	1894	Do.
Postal	Duncan C. McBeath	do	Snohomish	256.82	1893	Do.
Do	Howard T. Mallon	Postmaster	Spokane	4,728.17		Do.
Money order	do	do	do	2,600.00		Do.
Postal	Arthur J. Shaw	Late postmaster	do	12,750.71	1894	Do.
Money order	do	do	do	478.49	1894	Do.
Postal	Marcus De L. Hamilton	do	Sunnydale	44.62	1896	Do.
Mail service	C. C. McCoy	Failing contractor	Twelve routes	31,125.55	1889	Judgment.
	Total			55,171.99		
	WEST VIRGINIA.					
Postal	Boyd E. Lusk	Late postmaster	Brier	41.37	1894	Pending.
Do	L. A. Rader	do	Clifton	78.82	1874	Judgment.
Do	John A. Howell	do	Diana	28.35	1893	Pending.
Do	Alex R. Campbell	do	Fry	81.02	1893	Do.
Do	C. A. M. Meadows	do	Kanawha City	110.77	1891	Do.
Do	do	do	do	268.48	1892	Do.
Do	do	do	do	81.46	1893	Do.
Do	J. D. Shumate	do	Oceana	123.99	1880	Judgment.
Do	James W. Hunter	do	Peachtree	44.69	1895	Pending.
Do	Nathan L. Bartlett	do	Simpson	205.96	1893	Do.
Mail service	John A. Hauver	do	One route	463.91	1892	Judgment.
	Total			1,528.82		
	WISCONSIN.					
Money order	Edwin L. Hinchliff	Late postmaster	Hawthorne	55.47	1896	Pending.
Postal	J. A. Wood	do	Hurley	1,275.88	1888	Judgment.
Money order	Otto A. Risum	do	Pulcifer	82.17	1894	Pending.
Postal	Joseph W. Herman	do	Wallace	72.07	1895	Do.
	Total			1,485.59		
	WYOMING.					
Postal	Rome Maffitt	Late postmaster	Almond	171.97	1891	Pending.
Do	William M. Masi	do	Cheyenne	2,624.14	1893	Conditional relief granted by Congress.
Do	George A. Draper	do	do	4,836.51	1897	Pending.
Do	Thomas E. McLeland	do	Cheyenne City	4,481.62	1869	Do.
Do	A. J. White	do	Point of Rocks	22.25	1871	Judgment.
Do	J. H. Teats	do	Sherman	395.25	1870	Do.
	Total			12,531.74		

Total amount in suit June 30, 1897, $622,146.77.

REPORT

OF THE

AUDITOR FOR THE POST-OFFICE DEPARTMENT

TO THE

POSTMASTER-GENERAL.

TREASURY DEPARTMENT,
OFFICE OF THE AUDITOR
FOR THE POST-OFFICE DEPARTMENT,
Washington, D. C., October 1, 1897.

SIR: I have the honor to submit herewith the annual report of receipts and expenditures of the Post-Office Department as shown by the accounts of this office for the fiscal year ended June 30, 1897.

All expenditures on account of service of last and prior fiscal years are stated to September 30, 1897, the audit and payment of the accounts not being completed until that date.

REVENUE ACCOUNT OF THE POST-OFFICE DEPARTMENT.

Service of the fiscal year 1897.

Postal revenue of the year ended June 30, 1897		$82,665,462.73
Expenditures		93,781,287.86
Excess of expenditures over revenue		11,115,825.13
Amount placed with the Treasurer of the United States to the credit of the Department, being grants from the general Treasury in aid of the postal revenues under the act approved June 9, 1896 (Stat. L., vol. 29, chap. 386, p. 316)		9,000,000.00
Excess of deficiency over grants		2,115,825.13
Amount of balances due from late postmasters on postal accounts closed by "Bad debts"	$6,986.29	
Amount of balances due from late postmasters on postal accounts closed by "Compromise debts"	2,856.92	
Amount of balances on postal accounts of late postmasters closed by "Judgments for defendants"	10,647.88	
Total	20,491.09	
Amount of balances due to late postmasters on postal accounts closed to "Suspense"	691.33	
Net loss on postal accounts closed		19,799.76
Amount to be placed with the Treasurer of the United States.		2,135,624.89

Service of the fiscal year 1896.

Amount to be placed with the Treasurer of the United States as shown by the report for the fiscal year 1896	$2,137,828.65	
Expended from October 1, 1896, to September 30, 1897	277,958.68	
		2,415,787.33
Amount placed with the Treasurer of the United States to the credit of the Department, being grants from the general Treasury in aid of the postal revenues under section 2 of the act approved February 28, 1895 (Stat. L., vol. 28, chap. 140, p. 693)		2,500,000.00
Balance on account of fiscal year 1896		84,212.67

Service of the fiscal year 1895.

Amount to be placed with the Treasurer of the United States as shown by the report for the fiscal year 1896	$595,940.65	
Expended from October 1, 1896, to September 30, 1897	9,803.21	
		605,743.86
Amount placed with the Treasurer of the United States to the credit of the Department, being grants from the general Treasury in aid of the postal revenues under section 3 of the act approved July 16, 1894 (Stat. L., vol. 28, chap. 137, p. 106)		625,000.00
Balance on account of fiscal year 1895		19,256.14

Service of the fiscal year 1894.

Balance October 1, 1896, being available for payments under appropriations contained in the deficiency acts approved March 2, 1895, and June 8, 1896	$31,321.49	
Expended from October 1, 1896, to September 30, 1897	21.70	
Balance on account of fiscal year 1894		31,299.79

Service of the fiscal year 1893.

Balance October 1, 1896, being available for payments under appropriations contained in the deficiency act approved March 2, 1895	$8,420.60	
Amount certified to the Postmaster-General, report No. 27518, and paid to the general Treasury by warrant No. 15742, Washington, dated June 1, 1897		8,420.60

Service of the fiscal year 1892.

Balance October 1, 1896		$86.65
Amount certified to the Postmaster-General, report No. 13161, and paid to the general Treasury by warrant No. 13292, Washington, dated February 27, 1897		86.65

Claims, 1894 and prior years.

Amount placed with the Treasurer of the United States to the credit of the Department, being grants from the general Treasury in aid of the postal revenues under the deficiency act approved July 19, 1897, and the sundry civil act approved June 4, 1897	$8,058.11	
Expended from October 1, 1896, to September 30, 1897	8,058.11	

Claims, 1893 and prior years.

Balance available October 1, 1896		$23.79
Amount placed with the Treasurer of the United States to the credit of the Department, being grants from the general Treasury in aid of the postal revenues under the deficiency acts approved June 8, 1896, and July 19, 1897		334.77
		358.56
Expended from October 1, 1896, to September 30, 1897		112.82
		245.74
Amount certified to the Postmaster-General, report No. 37927, and paid to the general Treasury by warrant No. 1187, Washington, dated July 30, 1897		245.74

Claims, 1892 and prior years.

Balance available October 1, 1896		$659.64
Amount certified to the Postmaster-General, report No. 37926, and paid to the general Treasury by warrant No. 1186, Washington, dated July 30, 1897		220.00
Balance available September 30, 1897		439.64

Claims, 1890 and prior years.

Balance available October 1, 1896		$598.25
Amount certified to the Postmaster-General, report No. 37925, and paid to the general Treasury by warrant No. 1185, Washington, dated July 30, 1897		598.25

Claims, 1889 and prior years.

Balance available October 1, 1896		$126.56
Amount certified to the Postmaster-General, report No. 37924, and paid to the general Treasury by warrant No. 1184, Washington, dated July 30, 1897		126.56

Claims, 1888 and prior years.

Balance available October 1, 1896		$794.82
Amount certified to the Postmaster-General, report No. 37923, and paid to the general Treasury by warrant No. 1188, Washington, dated July 30, 1897		794.82

Claims, 1887 and prior years.

Balance available October 1, 1896		$254.27
Amount certified to the Postmaster-General, report No. 37922, and paid to the general Treasury by warrant No. 1189, Washington, dated July 30, 1897		254.27

GENERAL REVENUE ACCOUNT.

Postal revenues for the fiscal year ended June 30, 1897		$82,665,462.73
Expenditures for the service of—		
1897	$93,781,287.86	
1896	277,958.68	
1895	9,803.21	
1894	21.70	
1894 and prior years	8,058.11	
1893 and prior years	112.82	
Total expenditures from October 1, 1896, to September 30, 1897		94,077,242.38
Excess of expenditures over revenue		11,411,779.65
Net loss on postal accounts closed by "Bad debts," "Compromise debts," "Judgments for defendants," and to "Suspense"		19,799.76
Deficit for the fiscal year ended June 30, 1897		11,431,579.41

Grants from the general Treasury:			
Under postal act of July 16, 1894		$625,000.00	
Under postal act of February 28, 1895		2,500,000.00	
Under deficiency act of June 8, 1896		112 82	
Under postal act of June 9, 1896		9,000,000.00	
Under sundry civil act of June 4, 1897		2,000.00	
Under deficiency act of July 19, 1897		6,280.06	
Total grants		12,133,392.88	
Repayments to the general Treasury of excess of grants over actual deficiencies on account of—			
1887 and prior years	$254.27		
1888 and prior years	794.82		
1889 and prior years	126.56		
1890 and prior years	598.25		
1892 and prior years	220.00		
1893 and prior years	245.74		
1892	86.65		
1893	8,420.60		
Total repayments		10,746.89	
Net amount received from the general Treasury			$12,122,645.99
Excess of net amount received from the general Treasury over deficit			691,066.58
Balance standing to the credit of the general revenue account September 30, 1896			742,480.80
Balance standing to the credit of the general revenue account September 30, 1897			1,433,547.38

POSTMASTERS' QUARTERLY ACCOUNTS CURRENT.

The net revenues of the Department from postages, being the aggregate revenues at post-offices for the year less the compensation of postmasters and clerks and contingent office expenses, were:

For the quarter ended—	
September 30, 1896	$11,587,252.29
December 31, 1896	13,796,866.38
March 31, 1897	14,073,231.61
June 30, 1897	12,721,399.71
Total	52,178,749.99

The number of quarterly returns of postmasters received and audited, showing the above revenue, was:

For the quarter ended—	
September 30, 1896	70,440
December 31, 1896	70,477
March 31, 1897	70,623
June 30, 1897	70,811
Total	282,351

STAMPS SOLD.

The amount of stamps, stamped envelopes, newspaper wrappers, and postal cards sold was:

For the quarter ended—	
September 30, 1896	$18,143,741.25
December 31, 1896	20,486,868.15
March 31, 1897	20,883,545.29
June 30, 1897	19,445,390.97
Total	78,959,545.66

LETTER POSTAGE.

The amount of postage paid in money was		$154,322.81
Included in the above amount are the following sums paid by foreign countries in the adjustment of their accounts:		
Canada	$40,718.38	
Gibraltar	7.81	
Hawaii	1,769.49	
Italy	1,665.85	
Jamaica	639.88	
Japan	7,830.66	
Nevis	.44	
New Zealand	63,946.06	
Peru	1,908.12	
Salvador	667.42	
Spain	32,975.81	
St. Thomas	115.64	
Switzerland	1,937.05	
Turks Island	113.41	
		154,296.02
Balance collected by postmasters		26.79

The following balances were paid and charged to the appropriation for balances due foreign countries:

Service of 1897:		
Belgium	$20,938.47	
Bulgaria	1,209.08	
Cape Colony	26,364.98	
Denmark	10,091.68	
Egypt	776.48	
Germany	16,925.21	
International Bureau	757.12	
Netherlands	26,262.33	
Servia	1,210.92	
Straits Settlements	15.29	
Sweden	2,528.86	
		$107,080.42
Service of 1896:		
Belgium	18,098.49	
Canada	68.10	
Denmark	17,049.79	
France	6,442.19	
Germany	16,884.38	
Netherlands	26,304.68	
		84,847.63
Aggregate amount paid		191,928.05

MAIL TRANSPORTATION.

The amount charged to "Transportation accrued" and placed to the credit of mail contractors and others for transportation during the fiscal year was:

For the regular supply of routes	$40,558,232.88	
For the supply of special offices	18,957.58	
For the supply of mail messenger offices	950,233.04	
For the salaries and expenses of railway post-office clerks	7,729,838.39	
For the salaries and expenses of the superintendents of the Railway Mail Service	80,805.79	
For freight and weighing of mails	129,063.58	
		$49,467,131.26

FOREIGN MAIL TRANSPORTATION.

New York to Great Britain and Ireland and countries beyond, via Great Britain	$957,760.71	
New York to Great Britain and Germany and countries beyond	148,154.37	
Philadelphia to Great Britain and Ireland	.61	
New York to Norway	2.05	
Boston to Great Britain and Ireland	2,439.70	
New York to South Africa	11.71	
Philadelphia, New York, Boston, Eastport, and Duluth to Newfoundland, Nova Scotia, New Brunswick, and Canada	3,712.17	
Upper Pacific Coast	1,125.56	
San Francisco and Tacoma to China, Japan, Farther India, Australia, and South Sea Islands	179,046.94	
New York, Boston, New Orleans, Baltimore, Mobile, Key West, and San Francisco to West Indies, Central and South America, etc	412,694.93	
Amount paid France	35,856.23	
Sea post-office service	36,297.87	
Miscellaneous items	5,915.92	
		$1,783,018.77
Total		51,250,150.03
The amount credited to "Transportation accrued" and charged to mail contractors for overcredits, being for fines and deductions, was	$253,881.03	
The amount of fines and deductions remitted was	15,297.95	
Net amount of fines and deductions		238,583.08
Net amount of "Transportation accrued"		51,011,566.95
The amount paid during the year was		49,418,651.47
Excess of "Transportation accrued"		1,592,915.48

PACIFIC RAILROAD SERVICE.

The following balances for transportation of mails over Pacific railroads have been certified to the Secretary of the Treasury. The amount is not charged to the appropriation for "Inland transportation, railroads," and is not, therefore, included in the total of transportation paid:

Regular service, 1897:		
Union Pacific Railway Company (old Union Pacific Railway Company), aided	$795,532.63	
Union Pacific Railway Company (old Kansas Pacific Railway Company), aided	48,809.67	
Central Pacific Railway Company, aided	452,655.08	
Sioux City and Pacific Railway Company, aided	12,069.72	
		$1,309,067.10
Use of postal cars, 1897:		
Union Pacific Railway Company (old Union Pacific Railway Company), aided	159,252.20	
Union Pacific Railway Company (old Kansas Pacific Railway Company), aided	9,849.99	
Central Pacific Railway Company, aided	91,936.01	
Sioux City and Pacific Railway Company, aided	2,021.60	
		263,059.80
Regular service, 1896:		
Union Pacific Railway Company (old Union Pacific Railway Company), aided	448.09	
Union Pacific Railway Company (old Kansas Pacific Railway Company), aided	141.79	
Central Pacific Railway Company, aided	1,147.38	
		1,737.26
Regular service, 1895:		
Central Pacific Railway Company, aided		18.49
Regular service, 1894:		
Central Pacific Railway Company, aided		6.43
Total		1,573,889.08

The tables accompanying this report, numbered as follows, show in detail the transactions for the fiscal year ended June 30, 1897:

No. 1.—Statement exhibiting quarterly the receipts of the Post-Office Department, under their several heads.

No. 2.—Statement exhibiting the expenditures of the Post-Office Department, under their several heads.

No. 3.—Statement, by States, of the postal receipts and expenditures of the United States.

No. 4.—Statement showing the condition of the account, with each item of the appropriation for the service of the Post-Office Department.

No. 5.—Statement in detail of miscellaneous payments made by the Post-Office Department and charged to "Miscellaneous items, office of the Postmaster-General."

No. 6.—Statement in detail of miscellaneous payments made by the Post-Office Department and charged to "Miscellaneous items, First Assistant Postmaster-General."

No. 7.—Statement in detail of miscellaneous payments made by the Post-Office Department and charged to "Miscellaneous items, Second Assistant Postmaster-General."

No. 8.—Tabulation, by States, of the number of fourth-class post-offices according to the amount of postmasters' compensation.

No. 9.—Comparative statement of receipts and expenditures of the Post-Office Department from 1836.

No. 10.—Gross receipts, expenses, and net revenues of Presidential post-offices.

No. 11.—Statement showing the transactions of the money-order offices of the United States.

No. 12.—Statement showing the receipts and disbursements of the money-order offices of the United States.

No. 13.—Statement showing the transfers to and from the money-order account.

No. 14.—Statement showing the money-order transactions with the assistant United States treasurer at New York, N. Y., and Chicago, Ill.

No. 15.—Statement showing the revenue which accrued on money-order transactions.

No. 16.—Statement of assets and liabilities.

No. 17.—Statement showing the principal international money-order transactions.

No. 18.—Statement of weights of letters, newspapers, etc., sent by sea from the United States to European countries, and India, Turkey in Asia, and South Africa.

No. 19.—Weight of letters, newspapers, etc., conveyed to foreign countries, other than European, by steamship lines.

No. 20.—Weight of letters, newspapers, etc., sent by sea from the United States to countries, other than European, of the Universal Postal Union.

No. 21.—Weight of retransported foreign closed mails and cost of the carriage of the same by steamship companies.

Very respectfully,

HENRY A. CASTLE, *Auditor.*

The POSTMASTER-GENERAL.

No. 1.—*Statement exhibiting quarterly the receipts of the Post-Office Department, under their several heads, for the fiscal year ended June 30, 1897.*

Accounts.	Quarters ended—				Aggregate.
	Sept. 30, 1896.	Dec. 31, 1896.	Mar. 31, 1897.	June 30, 1897.	
Letter postage	$34,826.28	$1,913.13	$72,374.85	$45,208.55	$154,322.81
Box rents and branch offices	628,355.20	629,789.03	633,165.81	631,541.17	2,522,851.21
Fines and penalties	5,119.50	5,653.99	10,726.56	5,079.24	26,579.29
Postage stamps, stamped envelopes, letter sheets, wrappers, and postal cards	18,143,741.25	20,486,868.15	20,883,545.29	19,445,390.97	78,959,545.66
Dead letters	2,133.06	5,285.66	1,901.10	2,117.22	11,437.04
Revenue from money-order business	221,477.92	290,124.92	227,033.30	228,544.92	967,181.06
Miscellaneous	11,230.08	6,756.39	4,331.36	1,227.83	23,545.66
Total	19,046,883.29	21,426,391.27	21,833,078.27	20,359,109.90	82,065,462.73

No. 2.—*Statement exhibiting the expenditures of the Post-Office Department, under their several heads, for the fiscal year ended June 30, 1897.*

Appropriations.	Quarter ended—				Expended on account of 1897.	Expended on account of previous years.	Aggregate expenditures.
	Sept. 30, 1896.	Dec. 31, 1896.	Mar. 31, 1897.	June 30, 1897.			
Office of the Postmaster-General.							
Advertising	$41.80	$469.17	$1,181.00	$3,306.40	$4,998.37	$134.37	$5,132.74
Miscellaneous items				45.00	45.00		45.00
Office of the First Assistant Postmaster-General.							
Compensation to postmasters	4,126,283.98	4,228,954.68	4,330,556.38	4,222,589.51	16,908,384.55	9,237.10	16,917,621.65
Compensation to clerks in post-offices	2,582,997.59	2,599,551.17	2,592,160.02	2,597,695.06	10,372,403.84	3,701.89	10,376,105.73
Rent, light, and fuel for first, second, and third class offices	360,304.42	383,762.56	382,532.55	379,738.50	1,506,338.03	6,068.87	1,512,406.90
Miscellaneous items, including office furniture	24,929.44	23,956.11	37,526.60	50,765.15	137,177.30	1,723.27	138,900.57
Advertising at first and second class offices	2,462.50	2,652.12	2,758.02	3,415.86	11,288.50	125.94	11,414.44
Free-delivery service	3,318,364.54	3,192,614.03	3,148,887.89	3,182,410.74	12,842,277.20	68,984.59	12,911,261.79
Stationery for post-offices	10,597.36	11,132.71	14,955.14	13,201.84	49,887.05		49,887.05
Wrapping twine	19,881.60	19,565.00	18,641.58	21,883.45	79,971.63		79,971.63
Wrapping paper	4,330.00	7,650.00	12,380.00	15,020.00	39,380.00		39,380.00
Letter balances, scales, and test weights	128.10	821.90	2,137.38	4,091.75	6,679.13		6,679.13
Postmarking and rating stamps	2,775.67	5,913.49	8,332.71	9,785.70	26,807.57		26,807.57
Packing boxes, sawdust, etc	96.75	88.25	307.60	260.45	753.05	291.00	1,044.05
Printing facing slips, slide labels, etc	3,384.78	3,915.65	2,827.41	4,281.61	14,409.45	5.82	14,415.27
Canceling machines	9,674.00	12,004.89	13,582.23	15,563.53	50,824.65	213.90	51,038.55
Payment of money orders more than 1 year old	2,930.08	7,386.26	7,574.38	9,813.73	27,704.45		27,704.45
Postal laws and regulations						2,000.00	2,000.00
Office of the Second Assistant Postmaster-General.							
Inland mail transportation, railroad	7,184,345.04	7,250,435.09	7,205,421.30	7,238,188.68	28,878,390.11	87,373.41	28,965,763.52
Inland mail transportation, special facilities	40,969.33	37,108.51	39,037.21	40,899.87	158,014.92	4,963.41	162,978.33
Inland mail transportation, star	1,326,774.69	1,325,864.73	1,319,496.69	1,341,164.66	5,313,300.77	9,184.09	5,322,484.86
Inland mail transportation, steamboat	111,303.84	98,004.14	89,126.37	101,556.24	399,990.59	1,272.36	401,262.95
Inland mail transportation, electric and cable cars	28,689.83	34,157.31	37,923.43	38,964.25	139,734.81		139,734.81
Mail-messenger service	239,216.72	237,748.88	236,649.96	236,617.48	950,233.04	1,391.25	951,624.29
Wagon service	176,333.38	177,914.39	175,334.40	175,678.08	705,260.25		705,260.25
Mail bags and catchers	156,096.13	81,137.78	57,553.51	47,177.74	341,965.16	1,859.43	343,824.59
Mail locks and keys	8,620.28	9,813.43	12,616.80	10,704.02	41,754.53	209.60	41,964.13
Repair shop for mail bags	1,779.94	1,947.38	2,066.50	1,955.42	7,749.24		7,749.24
Railway post-office car service	814,765.70	835,504.26	855,137.31	855,462.55	3,360,869.82	443.94	3,361,313.76
Railway post-office clerks	1,913,955.80	1,927,840.10	1,937,664.19	1,950,378.30	7,729,838.39	557.96	7,730,396.35
Miscellaneous items	126.31	133.90	43.75	688.56	992.52	25.00	1,017.52
Transportation of foreign mails	425,146.26	419,705.03	420,090.10	438,077.38	1,703,018.77	496.28	1,703,515.05
Balance due foreign countries	5.22	20,997.74	38,876.66	47,200.80	107,080.42	84,847.63	191,928.05
Additional compensation to Oceanic Steamship Co	20,000.00	20,000.00	20,000.00	20,000.00	80,000.00		80,000.00

Manufacture of postage stamps	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	...	[illegible]
Distribution of postage stamps	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		[illegible]
Rent of stamp agency	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		[illegible]
Manufacture of stamped envelopes, etc	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Distribution of stamped envelopes, etc	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		[illegible]
Manufacture of postal cards	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Distribution of postal cards	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		[illegible]
Registered package, tag, official, and dead letter envelopes	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		[illegible]
Ship, steamboat, and way letters	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Special delivery service	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Office of the Fourth Assistant Postmaster General							
Mail depredations and post office inspectors	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Payment of rewards		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Total	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

No. 3.—*Statement of the postal receipts and expenditures of the United States for the fiscal year ended June 30, 1897.*

States and Territories.	Receipts.					Expenditures.						Excess of receipts over expenditures.	Excess of expenditures over receipts.
	Letter postage.	Waste paper, twine, and miscellaneous receipts.	Box rents.	Postage stamps, stamped envelopes, and postal cards.	Total receipts.	Compensation of postmasters.	Clerks for offices, rent, light, fuel, and incidental expenses of post-offices.	Free-delivery service.	Compensation of railway post-office clerks and mail messengers.	Transportation, by States.	Total expenditures.		
Alabama	.....	.....	$21,650.53	$600,625.22	$622,275.75	$264,905.53	$59,845.08	$50,713.91	$57,436.13	$594,983.02	$1,027,883.67	.....	$405,607.92
Alaska	.....	.....	804.60	6,460.31	7,264.91	4,015.05	876.04	.....	705.40	11,873.98	17,470.47	.....	10,205.56
Arizona	.....	.....	9,951.76	109,573.17	119,524.93	51,204.12	9,923.21	3,004.02	6,927.92	179,540.37	250,599.64	.....	131,074.71
Arkansas	.....	$373.85	17,897.26	479,465.16	497,736.27	232,588.29	46,816.17	33,432.92	48,776.58	310,953.26	672,567.22	.....	174,830.95
California	$12.24	215.53	106,225.33	2,281,660.76	2,388,113.86	496,908.43	389,060.25	377,570.08	192,265.28	1,435,288.83	2,891,092.87	.....	502,979.01
Colorado	.....	1,171.95	63,018.93	810,963.29	875,154.17	204,831.57	120,644.34	107,124.07	74,856.06	561,214.35	1,068,670.39	.....	193,516.22
Connecticut	.....	.....	64,343.43	1,387,124.91	1,451,468.34	265,988.25	195,191.63	197,356.18	84,910.12	450,868.76	1,194,314.94	$257,153.40	.....
Delaware	.....	.....	3,771.68	149,718.30	153,489.98	45,465.48	16,381.34	24,928.13	7,079.20	47,894.82	141,748.97	11,741.01	.....
Dist. Columbia	.....	144.98	4,125.53	551,345.90	555,616.41	8,849.84	463,164.13	190,490.06	297,793.00	.....	960,297.03	.....	404,680.62
Florida	.....	296.90	18,954.95	415,667.90	434,919.75	189,481.04	41,768.06	22,228.89	61,010.23	360,166.96	674,655.18	.....	239,735.43
Georgia	5.93	301.14	26,119.04	1,059,147.22	1,085,573.63	329,061.02	120,967.75	113,258.32	269,542.34	868,161.57	1,700,991.00	.....	615,417.37
Idaho	.....	.....	10,901.95	147,767.32	158,669.27	78,208.47	8,987.46	2,386.38	4,164.74	140,166.97	233,914.02	.....	75,244.75
Illinois	.09	.....	173,246.00	7,728,582.71	7,901,828.80	943,542.74	1,846,917.39	1,449,447.22	831,754.06	2,432,129.50	7,003,790.91	898,037.89	.....
Indiana	.....	222.43	83,324.35	1,977,226.91	2,060,773.69	583,500.83	256,721.19	282,296.21	335,719.35	1,400,677.75	2,858,915.33	.....	798,141.64
Indian Territory	.....	.....	7,030.43	134,866.14	141,896.57	82,459.90	7,073.99	.....	1,457.43	74,251.90	165,243.22	.....	23,346.65
Iowa	.....	339.18	147,738.41	2,066,122.42	2,214,200.01	735,557.70	239,724.11	191,488.75	372,298.45	1,436,564.98	2,975,633.99	.....	761,433.98
Kansas	.....	.....	75,783.40	1,178,488.01	1,254,271.41	485,754.26	130,656.68	110,236.95	169,557.77	1,321,848.22	2,218,053.88	.....	963,782.47
Kentucky	.01	.....	30,740.66	1,112,932.73	1,143,673.40	349,856.41	148,540.75	154,111.50	97,681.73	924,104.72	1,674,295.20	.....	530,621.80
Louisiana	.....	.....	21,402.72	722,680.26	744,082.98	180,787.43	110,626.20	117,531.39	77,820.89	314,321.79	801,087.70	.....	57,004.72
Maine	.....	125.22	41,133.31	884,394.97	925,653.50	221,724.62	106,264.99	72,422.80	77,274.53	364,032.13	941,719.07	.....	16,065.57
Maryland	.48	150.77	14,028.23	1,255,691.40	1,269,870.88	205,125.69	226,532.60	329,096.20	146,521.86	909,827.06	1,817,103.41	.....	547,232.53
Massachusetts	.....	331.52	156,663.30	5,392,549.26	5,549,544.08	573,288.93	971,093.03	1,136,772.30	477,909.58	816,856.66	3,975,920.50	1,573,623.58	.....
Michigan	.....	162.47	103,829.71	2,403,770.95	2,507,763.13	646,777.10	328,385.44	384,226.55	222,207.27	1,120,655.78	2,702,252.14	.....	194,489.01
Minnesota	.....	127.83	77,722.23	1,826,414.01	1,904,264.07	429,254.77	240,343.59	276,622.87	281,831.67	1,399,788.91	2,627,841.81	.....	723,577.74
Mississippi	.90	.....	18,639.04	473,673.60	492,313.54	246,645.68	36,926.45	20,115.05	34,942.23	582,816.80	921,446.21	.....	429,132.67
Missouri	2.00	700.65	83,245.55	3,398,280.96	3,482,229.16	618,657.59	523,607.43	472,385.32	680,324.30	2,119,292.90	4,414,267.54	.....	932,038.38
Montana	.....	145.74	33,717.73	288,095.10	321,958.57	110,403.82	35,938.27	16,950.42	24,171.42	200,495.63	387,059.56	.....	65,100.99
Nebraska	.....	131.08	64,447.87	988,276.76	1,052,855.71	348,982.60	117,902.08	121,092.02	201,970.58	1,749,677.66	2,539,624.94	.....	1,486,769.23
Nevada	.....	49.97	6,156.97	70,854.86	77,061.80	34,268.07	6,083.62	.....	6,615.95	122,264.06	169,231.70	.....	92,169.90
New Hampshire	.....	.....	28,038.83	529,244.08	557,282.91	198,193.88	56,615.85	56,692.29	28,845.66	155,744.71	496,092.39	61,190.52	.....
New Jersey	.....	.....	53,098.64	2,072,533.24	2,125,631.88	397,970.67	285,657.00	466,489.05	84,380.78	552,244.21	1,736,741.71	388,890.17	.....
New Mexico	.....	812.86	8,719.08	117,906.03	127,437.97	61,949.66	12,032.38	4,100.92	22,494.12	210,582.11	310,959.19	.....	183,521.22
New York	.....	1,885.21	227,705.63	14,276,991.32	14,506,582.16	1,312,256.52	2,823,232.50	2,779,179.30	711,852.43	2,854,205.52	10,490,726.27	4,015,855.89	.....
North Carolina	.....	403.37	17,942.88	663,008.62	681,354.87	312,147.30	63,150.01	33,111.56	60,495.23	915,285.84	1,384,189.94	.....	702,835.07
North Dakota	.....	.....	19,880.55	251,585.92	271,466.47	124,771.78	19,475.85	6,791.20	37,297.64	292,055.02	480,391.49	.....	208,925.02
Ohio	4.06	686.41	133,329.89	4,796,427.77	4,930,448.15	901,455.33	718,731.14	809,762.35	1,027,120.98	4,590,193.41	8,047,263.20	.....	3,116,815.05
Oklahoma	.....	2.40	7,965.02	145,428.66	153,396.08	79,934.21	16,280.58	6,110.42	4,966.07	115,055.97	220,347.25	.....	66,951.17
Oregon	.....	.....	21,742.73	420,101.07	441,843.79	151,486.93	50,775.79	47,901.06	46,962.73	454,757.23	751,875.73	.....	310,031.94

Tennessee			19,444.20	1,002,925.51	1,022,369.71	307,293.48	125,540.46	108,175.44	240,752.61	462,851.76	1,244,613.75		222,244.04
Texas		522.93	85,671.12	1,640,781.87	1,726,975.92	614,253.18	189,865.47	132,347.96	234,478.69	1,400,835.62	2,571,780.92		844,805.00
Utah	.90	99.11	10,624.61	231,793.43	242,518.05	71,885.83	25,333.76	29,691.95	27,878.55	229,272.21	384,062.30		141,544.25
Vermont		.69	20,806.41	509,312.98	530,120.05	190,165.13	43,586.01	36,175.38	30,745.75	211,866.46	512,538.73	17,581.35	
Virginia		469.60	26,435.99	1,120,232.73	1,147,138.32	436,605.63	133,575.78	113,393.97	90,199.19	1,053,939.28	1,827,803.85		680,665.53
Washington	.03		27,308.91	454,834.07	482,148.01	167,143.42	66,274.31	60,668.29	49,654.62	438,543.31	782,283.95		300,140.94
West Virginia			16,425.16	531,658.80	548,083.96	242,409.09	50,476.81	30,150.19	50,486.76	270,906.03	644,428.88		96,344.92
Wisconsin		96.25	77,302.47	1,831,065.17	1,908,463.89	503,244.64	227,588.18	259,990.70	133,486.72	1,151,053.32	2,275,363.56		366,899.67
Wyoming			6,381.10	93,224.55	99,605.65	48,650.09	10,789.48	7,017.71	50,328.37	323,817.35	440,603.00		340,997.35
Total	26.79	10,666.86	2,522,851.21	78,959,545.66	81,493,090.52	16,908,384.55	12,564,793.89	12,827,437.08	8,672,579.55	40,558,232.88	91,531,427.90	8,255,183.48	18,293,520.86
Deduct miscellaneous items										1,602,671.61	1,602,671.61		1,602,671.61
Total	26.79	10,666.86	2,522,851.21	78,959,545.66	81,493,090.52	16,908,384.55	12,564,793.89	12,827,437.03	8,672,579.55	38,955,561.27	89,928,756.29	8,255,183.48	16,690,849.25

Items of expenditure of a general nature not embraced in statement by States.		Items of receipt of a general nature not embraced in statement by States.	
Amount paid for foreign mails and expenses of Government agents	$1,783,018.77	Receipts on account of dead letters	$11,437.04
Balances paid foreign countries	107,080.42	Receipts on account of fines and penalties	26,579.29
Wrapping paper	39,380.00	Receipts on account of miscellaneous	12,878.80
Twine	79,971.63	Revenue from money-order business	967,181.06
Stationery	49,636.98	Letter postage	154,296.02
Advertising	4,998.37	Excess of expenditures over receipts	11,115,825.13
Mail bags and catchers	227,822.71		
Mail locks and keys	6,214.79		
Postmarking and rating stamps	26,807.57		
Mail depredations and post-office inspectors	271,400.64		
Letter balances, scales, etc	6,679.13		
Expenses of postage stamps, stamped envelopes, wrappers, and cards	1,080,230.26		
Dead-letter, official, and registered-package envelopes	91,870.39		
Sundry and miscellaneous payments	77,419.91		
Excess of expenses brought down	8,435,665.77		
Total	12,288,197.34	Total	12,288,197.34

No. 4.—*Statement showing the condition of the account with each item of the appropriation for the service of the Post-Office Department for the fiscal year ended June 30, 1897.*

Title of appropriation.	Amount appropriated, including special acts and deficiencies.	Expended.	Balance unexpended.
Office of the Postmaster-General.			
Advertising	$5,000.00	$4,998.37	$1.63
Miscellaneous items	1,000.00	45.00	955.00
Office of the First Assistant Postmaster-General.			
Compensation to postmasters	16,250,000.00	16,908,384.55	a658,384.55
Compensation to clerks in post-offices	10,400,000.00	10,372,403.84	27,596.16
Rent, light, and fuel for first, second, and third class offices	1,600,000.00	1,506,338.03	93,661.97
Miscellaneous items, including office furniture	150,000.00	137,177.30	12,822.70
Advertising at first and second class offices	15,000.00	11,288.50	3,711.50
Free-delivery service	12,847,612.63	12,842,277.20	5,335.43
Stationery for post-offices	50,000.00	49,887.05	112.95
Wrapping twine	80,000.00	79,971.63	28.37
Wrapping paper	50,000.00	39,380.00	10,620.00
Letter balances, scales, and test weights	10,000.00	6,679.13	3,320.87
Postmarking and rating stamps	30,000.00	26,807.57	3,192.43
Packing boxes, sawdust, etc	1,500.00	753.05	746.95
Printing facing slips, slide labels, etc	15,000.00	14,409.45	590.55
Canceling machines	60,000.00	50,824.65	9,175.35
Payment of money orders more than one year old	27,704.45	27,704.45	.....
Office of the Second Assistant Postmaster-General.			
Inland mail transportation, railroad	29,000,000.00	28,878,390.11	121,609.89
Inland mail transportation, special facilities	196,614.22	158,014.92	38,599.30
Inland mail transportation, star	5,354,000.00	5,313,300.77	40,699.23
Inland mail transportation, steamboat	400,000.00	399,990.59	9.41
Inland mail transportation, electric and cable cars	150,000.00	139,734.81	10,265.19
Mail-messenger service	1,130,000.00	950,233.04	179,766.96
Wagon service	710,000.00	705,260.25	4,739.75
Mail bags and catchers	345,000.00	341,965.16	3,034.84
Mail locks and keys	45,000.00	41,754.53	3,245.47
Repair shop for mail bags	8,500.00	7,749.24	750.76
Railway post-office car service	3,400,000.00	3,360,869.82	39,130.18
Railway post-office clerks	7,739,000.00	7,729,838.39	9,161.61
Miscellaneous items	1,000.00	992.52	7.48
Transportation of foreign mails	1,825,000.00	1,703,018.77	121,981.23
Balance due foreign countries	120,000.00	107,080.42	12,919.58
Additional compensation to Oceanic Steamship Co	80,000.00	80,000.00	.....
Office of the Third Assistant Postmaster-General.			
Manufacture of postage stamps	160,000.00	155,493.35	4,506.65
Distribution of postage stamps	12,000.00	9,815.60	2,184.40
Rent of stamp agency	600.00	600.00	.....
Manufacture of stamped envelopes, etc	830,000.00	719,194.79	110,805.21
Distribution of stamped envelopes, etc	17,800.00	17,611.00	189.00
Manufacture of postal cards	186,000.00	171,377.03	14,622.97
Distribution of postal cards	7,800.00	6,138.49	1,661.51
Registered-package, tag, official, and dead-letter envelopes	105,000.00	91,870.39	13,129.61
Ship, steamboat, and way letters	1,000.00	525.12	474.88
Engraving, printing, and binding warrants and drafts	1,000.00	.....	1,000.00
Special-delivery service	333,038.34	333,038.34	.....
Miscellaneous items	500.00	.....	500.00
Office of the Fourth Assistant Postmaster-General.			
Mail depredations and post-office inspectors	300,000.00	271,400.64	28,599.36
Payment of rewards	25,000.00	6,700.00	18,300.00
Total	94,076,669.64	93,781,287.86	953,796.33

a$658,384.55 expended in excess of the appropriation.

No. 5.—*Statement in detail of miscellaneous payments made by the Post-Office Department during the fiscal year ended June 30, 1897, and charged to miscellaneous, office of the Postmaster-General.*

AMOUNT PAID BY WARRANT.

Date.	To whom allowed.	For what object.	Amount.
1897.			
Apr. 27	N. M. Brooks	Expense incurred while on a trip to Baltimore, Philadelphia, and New York.	$8.00
July 6	The Maritime Register Publishing Co. (Limited), publishers of The New York Maritime Register.	For one year's subscription to the New York Maritime Register from July 1, 1896, to June 30, 1897.	25.00
July 9	The Journal of Commerce and Commercial Bulletin.	For subscription from July 1, 1896, to June 30, 1897	12.00
	Total		45.00

No. 6.—*Statement in detail of miscellaneous payments made by the Post-Office Department during the fiscal year ended June 30, 1897, and charged to miscellaneous and incidental items, office of the First Assistant Postmaster-General.*

AMOUNT PAID BY WARRANT.

Date.	To whom allowed.	For what object.	Amount.
1896.			
Aug. 21	A. B. Hurt	For expenses incurred while on official business during the month of July, 1896.	$114.90
Sept. 12	.....do	For expenses while engaged on official duties at Ocean Grove, N. J.	128.50
Oct. 13	.....do	For expenses incurred during the month of September, 1896, at Ocean Grove, N. J., and New York, N. Y.	144.25
Oct. 30	.....do	For expenses incurred while traveling on official business during the month of October, 1896.	87.75
Dec. 17	.....do	For expenses incurred while traveling on official business during the month of November, 1896.	110.05
Dec. 26	A. W. Machen	For expenses incurred as Superintendent of Free Delivery during December, 1896, on detail to Boston.	67.04
Dec. 26	A. B. Hurt	For expenses incurred while engaged on official business during December, 1896.	126.60
1897.			
Mar. 2	.....do	For expenses incurred in performance of official duties during the months of January and February, 1897.	52.20
Apr. 2	.....do	For expenses incurred during the month of March, 1897, while traveling on official business.	103.70
July 1	Thomas B. Marche	For expenses incurred while inspecting for free-delivery service during the month of June, 1897.	20.84
July 10	A. B. Hurt	For expenses incurred during the months of April, May, and June, 1897.	119.80
	Total		1,075.63

RECAPITULATION.

Amount allowed to postmasters at the principal post-offices credited in quarterly accounts current for incidental expenses, such as repairs, gas fixtures, telegrams, etc.:

Third quarter, 1896	$24,541.79
Fourth quarter, 1896	23,564.67
First quarter, 1897	37,370.70
Second quarter, 1897	50,624.51
	136,101.67
Amount paid by warrant	1,075.63
Amount paid and charged "Miscellaneous, office First Assistant Postmaster-General"	137,177.30

No. 7.—*Statement in detail of miscellaneous payments made by the Post-Office Department during the fiscal year ended June 30, 1897, and charged to miscellaneous items, office of the Second Assistant Postmaster-General.*

Date.	To whom allowed.	For what object.	Amount.
1896.			
July 7	C. Neilson	For expenses incurred while traveling on official business during the month of July, 1896.	$7.80
July 30	E. H. Morrison, manager, office Specialty Manufacturing Co.	For furnishing one 3-drawer file case	16.00
Aug. 6	C. Neilson	For expenses incurred while traveling on official business during the month of July, 1896.	19.70
Oct. 10	.....do	For expenses incurred while traveling on official business during the months of August, September, and October, 1896.	87.85
Oct. 27	Frank M. Evans, manager, The Smith Premier Typewriter Co.	For furnishing seven key tops and stems	1.26
Oct. 31	C. Neilson	For expenses incurred while traveling on official business during the month of October, 1896.	22.35
Dec. 16	.....do	For expenses incurred while traveling on official business during the months of November and December, 1896.	49.30
1897.			
Jan. 20	W. Andrew Boyd	For one District of Columbia Directory, 1897	5.00
Jan. 20	The Smith Premier Typewriter Co.	For furnishing two key tops and stems	.40
Feb. 9	C. Neilson	For expenses incurred while traveling on official business during the months of December, 1896, and January, 1897.	62.25
Apr. 2	The Smith Premier Typewriter Co.	For furnishing eight typewriter key tops and stems	1.60
Apr. 2	C. Neilson	For expenses incurred while traveling on official business during the months of February and March, 1897.	36.75
Apr. 9	Wyckoff, Seamans & Benedict.	For furnishing one No. 6 typewriter and stand	94.50
Apr. 9	The Smith Premier Typewriter Co.	For remodeling one Smith Premier typewriter	71.25
Apr. 12	.....do	For furnishing four typewriter key tops and stems and three type.	.94
May 11	W. S. Shallenberger	For expenses incurred while traveling on official business during the month of May, 1897.	11.50
June 1	The Smith Premier Typewriter Co.	For furnishing one No. 2 Smith Premier typewriter and stand.	94.50
July 3	.....do	For remodeling two typewriters	135.37
July 3	Wyckoff, Seamans & Benedict.	For furnishing two No. 6 typewriters, with tables and covers.	189.00
July 7	The Smith Premier Typewriter Co.	For remodeling one typewriter	71.25
July 9	W. S. Shallenberger	For expenses incurred while traveling on official business during the months of May and June, 1897.	20.25
	Total		962.52

—Tabulation, by States and Territories, of the number of fourth-class post-offices ording to the amount of postmasters' compensation for the fiscal year ended June 1897.

es and Territories.	$50 or less.	$50.01 to $100.	$100.01 to $200.	$200.01 to $500.	$500.01 to $1,000.	Total.
na	1,146	420	311	222	52	2,151
	8	8	2	3	1	22
a	41	42	45	37	17	182
sas	853	378	248	189	51	1,719
nia	248	299	382	391	143	1,463
do	171	130	167	146	59	673
ticut	25	75	108	161	67	436
are	44	36	29	34	14	157
t of Columbia	2	2	0	4	3	11
	294	264	228	158	45	989
a	1,190	468	333	270	83	2,344
	100	83	86	59	28	356
	432	479	477	587	298	2,273
a	507	544	443	376	138	2,008
Territory	150	125	87	73	24	459
	307	326	341	400	271	1,645
	452	292	300	322	170	1,536
cky	1,218	624	398	233	76	2,549
ana	370	215	180	197	40	1,002
	163	295	301	300	82	1,141
and	274	337	301	182	40	1,134
chusetts	22	73	152	279	162	688
gan	373	442	428	427	184	1,854
sota	391	292	264	270	157	1,374
sippi	769	392	257	136	80	1,634
ri	829	650	510	417	184	2,590
na	94	87	94	99	27	401
ska	296	157	136	237	140	966
a	54	37	32	32	6	161
Hampshire	54	105	135	171	54	519
ersey	74	172	213	243	108	810
Mexico	74	71	62	64	14	285
ork	492	724	810	940	357	3,323
Carolina	1,595	570	343	198	83	2,789
Dakota	190	95	90	97	46	518
	710	794	719	668	206	3,097
oma	210	142	70	61	16	499
	258	197	150	136	38	785
lvania	937	1,278	1,126	1,070	300	4,711
Island	9	24	16	51	28	128
Carolina	641	260	190	128	44	1,263
Dakota	242	111	107	112	58	630
see	1,453	555	332	207	61	2,608
	778	707	558	413	158	2,614
	57	75	80	65	27	304
nt	34	98	153	187	46	518
ia	1,155	969	643	334	66	3,167
ngton	251	163	165	136	46	761
Virginia	770	418	282	206	55	1,731
sin	460	401	364	360	132	1,717
ing	94	52	55	39	13	253
Total	21,361	15,553	13,309	12,127	4,598	66,948

No. 9.—*Comparative statement of receipts and expenditures of the Post-Office Department from July 1, 1836, to June 30, 1897.*

Fiscal year—	Receipts.			Expenditures.
	Revenue.	Treasury grants.	Total.	
1837	$4,945,668.21		$4,945,668.21	$3,288,319.03
1838	4,238,733.46		4,238,733.46	4,430,682.21
1839	4,484,656.70		4,484,656.70	4,636,536.31
1840	4,543,521.92		4,543,521.92	4,718,235.64
1841	4,407,726.27	$482,057.00	4,890,383.27	4,499,527.61
1842	4,546,849.65		4,546,849.65	5,674,751.80
1843	4,296,225.43		4,296,225.43	4,374,753.71
1844	4,237,287.83		4,237,287.83	4,296,512.70
1845	4,289,841.80		4,289,841.80	4,320,731.99
1846	3,487,199.35	750,000.00	4,237,199.35	4,076,036.91
1847	3,880,309.23	12,500.00	3,892,809.23	3,979,542.10
1848	4,555,211.10	125,000.00	4,680,211.10	4,326,850.27
1849	4,705,176.28		4,705,176.28	4,479,049.13
1850	5,499,984.86		5,499,984.86	5,212,953.43
1851	6,410,604.33		6,410,604.33	6,278,401.66
1852	5,184,526.84	1,741,444.44	6,925,971.28	7,108,450.04
1853	5,240,724.70	2,255,000.00	7,495,724.70	7,982,756.59
1854	6,255,586.22	2,736,748.96	8,992,335.18	8,577,424.12
1855	6,642,136.13	3,114,542.26	9,756,678.39	9,968,342.29
1856	6,920,821.66	3,748,881.56	10,669,703.22	10,405,286.36
1857	7,353,951.76	4,528,004.67	11,881,956.43	11,508,057.93
1858	7,486,792.86	4,679,270.71	12,166,063.57	12,722,479.01
1859	7,968,484.07	3,915,946.49	11,884,430.56	11,458,083.03
1860	8,518,067.40	11,154,167.54	19,672,234.94	19,170,609.89
1861	8,349,296.40	4,639,806.53	12,989,102.93	13,606,759.11
1862	8,299,820.90	2,598,953.71	10,898,774.61	11,125,364.13
1863	11,163,789.59	1,007,848.72	12,171,638.31	11,314,207.84
1864	12,438,253.78	749,980.00	13,188,233.78	12,644,786.20
1865	14,556,158.70	3,968.46	14,560,127.16	13,694,728.28
1866	14,436,986.21		14,436,986.21	15,352,079.30
1867	15,297,026.87	3,991,666.67	19,288,693.54	19,235,483.46
1868	16,292,600.80	5,696,525.00	21,989,125.80	22,730,592.65
1869	18,344,510.72	5,707,115.30	24,051,626.62	23,698,131.50
1870	19,772,220.65	4,022,140.85	23,794,361.50	23,998,837.63
1871	20,037,045.42	4,126,200.00	24,163,245.42	24,390,104.08
1872	21,915,426.37	4,993,750.00	26,909,176.37	26,658,192.31
1873	22,996,741.57	5,990,475.00	28,987,216.57	29,084,945.67
1874	26,471,071.82	5,922,433.55	32,393,505.37	32,126,414.58
1875	26,791,360.59	6,704,646.96	33,496,007.55	33,611,309.45
1876	28,644,197.50	5,088,583.03	33,732,780.53	33,263,487.58
1877	27,531,585.26	7,013,300.00	34,544,885.26	33,496,322.44
1878	29,277,516.95	5,307,652.82	34,585,169.77	34,165,084.49
1879	30,041,982.86	3,297,965.25	33,339,948.11	33,449,899.45
1880	33,315,479.34	3,597,717.20	36,913,196.54	36,542,803.68
1881	36,785,397.97	3,297,921.46	40,083,319.43	39,592,566.22
1882	41,876,410.15	6,595.12	41,883,005.27	40,482,021.23
1883	45,508,692.61	21,416.85	45,530,109.46	43,282,944.43
1884	43,325,958.81	140,690.79	43,466,649.60	47,224,560.27
1885	42,560,843.83	6,066,473.00	48,627,316.83	50,046,235.21
1886	43,948,422.95	8,751,070.73	52,699,493.68	51,004,743.80
1887	48,837,609.39	4,746,167.06	53,583,776.45	53,006,194.39
1888	52,695,176.79	3,886,441.70	56,081,618.49	56,468,315.20
1889	56,175,611.18	5,745,017.89	61,920,629.07	62,317,119.36
1890	60,882,097.92	6,100,000.00	66,982,097.92	66,259,547.84
1891	65,931,785.72	4,441,772.08	70,373,557.80	73,059,519.49
1892	70,930,475.98	6,260,232.64	77,190,708.62	76,980,846.16
1893	75,896,933.16	6,727,828.43	82,624,761.59	81,581,681.33
1894	75,080,479.04	10,200,895.13	85,281,374.17	84,994,111.62
1895	76,983,128.19	9,872,962.53	86,856,090.72	87,179,551.28
1896	82,499,208.40	8,830,600.56	91,329,808.96	90,932,089.50
1897	82,665,462.73	12,133,392.88	94,798,855.61	94,077,242.88

No. 10.—*Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1897.*

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
ALABAMA.											
Anniston	2	$13,572.67	$2,400.00	$1,700.00	$425.00	$58.99	$5,666.25	$10,250.24	$3,322.43	76	
Athens	3	2,805.40	1,300.00	150.00	175.84	4.88	.....	1,630.72	1,174.68	58	
Auburn	3	2,758.70	1,200.00	30.00	113.76	5.20	.....	1,348.96	1,409.74	49	
Bessemer	3	5,190.86	1,700.00	400.00	357.99	9.12	.....	2,467.11	2,723.75	48	
Birmingham	1	63,071.87	3,100.00	10,067.43	.....	782.88	13,727.40	27,677.71	35,394.16	44	In Government building.
Blocton	3	1,783.93	825.00	.....	102.00	1.76	.....	928.76	855.17	52	Presidential, Oct. 1, 1896.
Brewton	3	2,598.39	1,100.00	38.28	131.80	5.44	.....	1,275.52	1,322.87	49	
Bridgeport	3	1,853.94	1,000.00	.....	140.20	3.76	.....	1,143.96	709.98	62	
Cullman	3	3,130.58	1,300.00	220.00	144.00	2.80	.....	1,666.80	1,463.78	53	
Decatur	3	3,085.10	1,400.00	400.00	170.00	9.76	.....	1,979.76	1,105.34	64	
Demopolis	3	3,893.47	1,500.00	100.00	148.00	7.04	.....	1,755.04	2,138.43	45	
Dothen	3	2,603.24	1,100.00	60.00	135.00	7.84	.....	1,302.84	1,300.40	50	
Eufaula	3	6,304.85	1,800.00	546.37	339.90	13.44	.....	2,699.71	3,605.14	43	
Eutaw	3	2,433.08	1,100.00	150.00	78.00	2.32	.....	1,330.32	1,102.76	55	
Evergreen	3	2,847.37	1,100.00	400.00	164.00	7.12	.....	1,671.12	1,176.25	59	
Florence	3	6,005.77	1,700.00	300.00	358.00	9.60	.....	2,367.60	3,638.17	39	
Fort Payne	3	1,262.89	500.00	150.00	73.00	.80	.....	723.80	539.09	57	Presidential, Jan. 1, 1897.
Gadsden	3	4,803.48	1,700.00	80.00	321.65	10.56	.....	2,112.21	2,691.27	44	
Greensboro	3	3,251.56	1,400.00	.....	188.95	3.52	.....	1,592.47	1,659.09	49	
Greenville	3	4,989.55	1,500.00	300.00	262.00	13.05	.....	2,075.05	2,914.50	42	Mail bags, 25 cents.
Huntsville	2	12,128.02	2,300.00	1,800.00	.....	1.70	3,504.83	7,606.53	4,521.49	63	In Government building.
Jacksonville	3	1,834.30	1,000.00	176.53	172.00	3.92	.....	1,352.45	481.85	74	
Jasper	3	2,244.04	1,000.00	150.00	113.00	3.28	.....	1,266.28	977.76	56	
Marion	3	3,233.80	1,400.00	76.00	171.00	4.32	.....	1,651.32	1,582.48	51	
Mobile	1	64,048.13	3,100.00	9,933.70	.....	477.60	13,372.96	26,884.26	37,163.87	42	Do.
Montgomery	1	53,409.67	3,100.00	7,965.56	.....	393.09	10,731.00	22,189.65	31,280.02	42	Do.
New Decatur	3	3,552.84	1,400.00	150.00	213.00	9.36	.....	1,772.36	1,780.48	50	
Opelika	3	5,909.23	1,700.00	300.00	304.98	21.28	.....	2,326.26	3,582.97	39	
Ozark	3	2,332.08	1,100.00	300.00	168.75	5.84	.....	1,574.59	757.49	68	
Pratt City	3	4,522.23	1,500.00	200.00	220.00	4.72	.....	1,924.72	2,597.51	43	
Selma	2	19,680.38	2,500.00	2,800.00	1,124.62	152.79	3,711.38	10,288.79	9,391.59	52	
Sheffield	3	1,865.73	825.00	75.00	86.50	2.96	.....	989.46	876.27	53	Presidential, Oct. 1, 1896.
Talladega	3	5,347.42	1,700.00	600.00	283.00	20.88	.....	2,603.88	2,743.54	49	
Troy	3	4,884.78	1,600.00	500.00	288.85	12.48	.....	2,401.33	2,483.45	49	
Tuscaloosa	3	6,945.95	1,800.00	250.00	360.13	16.00	.....	2,426.13	4,519.82	35	
Tuscumbia	3	3,033.85	1,300.00	160.00	132.90	5.60	.....	1,598.50	1,435.35	53	
Tuskegee	3	4,014.30	1,500.00	.....	190.00	9.12	.....	1,699.12	2,315.18	42	
Union Springs	3	3,067.46	1,300.00	200.00	187.33	4.72	.....	1,692.05	1,375.41	55	
Uniontown	3	2,184.52	1,100.00	.....	150.00	.....	.....	1,250.00	934.52	57	
Total	.....	342,545.43	59,950.00	40,728.87	7,995.15	2,109.54	50,713.82	161,497.38	181,048.05	47	

No. 10.—*Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1897*—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
ALASKA.											
Juneau	3	$3,264.04	$1,100.00	$135.00	$360.00	$1.04	.....	$1,596.04	$1,668.00	49	
ARIZONA.											
Bisbee	3	3,823.26	1,200.00	.....	155.00	1.28	.....	1,256.28	2,466.98	35	
Flagstaff	3	3,192.34	1,400.00	.....	284.00	.96	.....	1,684.96	1,507.38	53	
Globe	3	1,574.17	600.00	25.00	107.50	.....	.....	732.50	841.67	47	Presidential, Jan. 1, 1897.
Jerome	3	842.90	325.00	.....	37.50	.....	.....	362.50	480.40	43	Presidential, Apr. 1, 1897.
Nogales	3	2,761.00	1,100.00	300.00	196.00	1.60	.....	1,597.60	1,163.40	58	
Phœnix	2	18,319.03	2,500.00	2,800.00	1.00	117.08	$3,004.02	8,422.10	9,896.93	46	
Prescott	2	10,193.98	2,200.00	1,400.00	360.00	6.04	.....	3,966.04	6,227.94	39	
Tempe	3	2,141.41	1,100.00	.....	182.95	.....	.....	1,282.95	858.46	60	
Tombstone	3	1,785.21	1,100.00	.....	279.00	.72	.....	1,379.72	405.49	77	
Tucson	2	10,667.34	2,100.00	1,400.00	300.00	13.84	.....	3,813.84	6,853.50	36	
Williams	3	2,333.66	1,200.00	.....	216.75	1.28	.....	1,418.03	915.63	61	
Yuma	3	3,149.49	1,200.00	.....	197.00	1.36	.....	1,398.36	1,751.13	44	
Total	.....	60,783.79	16,025.00	5,925.00	2,316.70	144.16	3,004.02	27,414.88	33,368.91	45	
ARKANSAS.											
Argenta	3	2,593.65	1,300.00	200.00	225.00	6.16	.....	1,731.16	862.49	67	
Arkadelphia	3	4,315.97	1,600.00	120.00	256.50	7.04	.....	1,983.54	2,332.43	46	
Batesville	3	3,201.21	1,400.00	400.00	217.40	4.80	.....	2,022.26	1,178.95	63	
Bentonville	3	3,029.82	1,400.00	300.00	137.77	3.12	.....	1,840.89	1,188.93	61	
Brinkley	3	2,323.70	1,200.00	150.00	168.00	4.56	.....	1,522.56	801.14	66	
Camden	3	5,760.64	1,700.00	500.00	.....	9.20	.....	2,209.20	3,551.44	38	In Government building.
Clarksville	3	2,263.31	1,200.00	300.00	168.00	3.53	.....	1,671.53	591.78	74	Mail bags, 25 cents.
Conway	3	3,074.87	1,400.00	300.00	172.00	6.16	.....	1,878.16	1,196.71	61	
Dardanelle	3	2,539.80	1,200.00	300.00	168.00	2.80	.....	1,670.80	869.00	66	
Eureka Springs	3	5,581.16	1,700.00	585.00	410.00	9.28	.....	2,704.28	2,876.88	48	
Fayetteville	3	7,268.75	1,900.00	500.00	59.75	9.52	.....	2,469.27	4,799.48	34	
Fordyce	3	2,238.43	1,100.00	.....	57.50	.48	.....	1,157.98	1,080.45	52	
Forrest City	3	2,941.74	1,300.00	100.00	165.00	4.72	.....	1,569.72	1,372.02	53	
Fort Smith	2	21,630.72	2,600.00	3,300.00	.....	55.56	6,537.73	12,493.29	9,137.43	58	In Government building.
Harrison	3	2,178.23	1,200.00	300.00	223.00	3.52	.....	1,726.52	446.71	79	
Helena	2	8,225.03	2,000.00	900.00	.....	41.36	.....	2,941.36	5,283.67	36	Do.
Hope	3	3,668.59	1,500.00	500.00	200.00	6.16	.....	2,206.16	1,462.43	60	
Hot Springs	2	18,625.24	2,500.00	3,433.70	1,050.00	157.28	5,653.22	12,794.20	5,831.04	69	
Jonesboro	3	5,913.51	1,700.00	100.00	92.10	12.56	.....	1,904.66	4,008.85	32	
Little Rock	1	61,679.93	3,100.00	9,196.00	.....	352.52	12,643.00	25,291.52	36,388.41	41	Do.

Lonoke	3	2,112.49	1,100.00	150.00	152.00	1.12		1,403.12	709.37	66	
Malvern	3	2,249.16	1,100.00	200.00	112.30	3.36		1,415.66	833.50	63	
Mammoth Springs	3	2,013.31	1,100.00	150.00	129.00	1.84		1,380.84	632.47	69	
Marianna	3	2,478.58	1,100.00		100.00	1.44		1,201.44	1,277.14	48	
Monticello	3	2,522.62	1,200.00	250.00	188.75	3.36		1,642.11	880.51	65	
Morrillton	3	2,789.58	1,300.00	150.00	179.28	4.08		1,633.36	1,156.22	59	
Newport	3	5,295.02	1,600.00	200.00	331.00	12.24		2,143.24	3,151.78	40	
Paragould	3	3,786.28	1,500.00		171.60	5.77		1,677.37	2,108.91	44	Mail bags, 25 cents.
Pine Bluff	2	18,828.61	2,500.00	2,724.00	960.00	1.38	5,263.98	11,449.36	7,379.25	61	
Prescott	3	2,692.94	1,200.00	250.00	200.00	3.04		1,653.04	1,039.90	61	
Rogers	3	3,455.43	1,500.00	150.00	235.00	3.50		1,888.50	1,566.93	55	Do.
Russellville	3	2,663.11	1,300.00	240.00	112.50	3.52		1,656.02	1,007.09	62	
Searcy	3	3,760.08	1,500.00	400.00	254.00	6.80		2,160.80	1,599.28	57	
Siloam Springs	3	2,790.21	1,400.00	100.00	145.65	3.20		1,648.85	1,141.36	59	
Springdale	3	2,255.92	1,200.00	199.98	99.88	4.16		1,504.02	751.90	67	
Stuttgart	3	2,913.93	1,300.00		230.00	4.32		1,534.32	1,379.61	53	
Texarkana	2	17,508.12	2,500.00	3,024.00		50.00	3,334.99	8,908.99	8,599.13	51	In Government building.
Van Buren	3	5,488.07	1,700.00	249.95	346 55	11.12		2,307.62	3,180.45	42	
Wynne	3	1,096.20	550.00		44.80			594.80	501.40	54	Presidential, Jan. 1, 1897.
Total		255,748.96	59,650.00	29,922.63	7,762.39	824.58	33,432.92	131,592.52	124,156.44	51	
CALIFORNIA.											
Alameda	2	15,838.24	2,500.00	2,599.72	500.00	186.04	6,406.71	12,192.47	3,645.77	77	
Anaheim	3	2,831.10	1,300.00		157.44	3.28		1,460.73	1,370.38	52	
Angels Camp	3	3,654.60	1,400.00	112.50	219.00	6.96		1,738.46	1,916.14	48	
Antioch	3	1,956.56	1,000.00	15.00	161.25	1.84		1,178.09	778.47	60	
Arcata	3	2,291.91	1,200.00	300.00	204.16	.88		1,705.04	586.87	74	
Auburn	3	6,300.46	1,700.00	180.00	358.00	9.92		2,247.92	4,052.54	36	
Azusa	3	1,927.92	1,100.00		75.05	2.16		1,177.21	750.71	61	
Bakersfield	2	9,083.47	2,100.00	1,500.00	800.00	12.33		4,412.33	4,671.14	49	
Benicia	3	3,180.96	1,400.00	160.00	225.00	6.80		1,791.80	1,389.16	56	
Berkeley	2	12,995.89	2,300.00	1,509.57	437.15	129.31	3,357.34	7,733.37	5,262.52	60	
Calistoga	3	2,591.46	1,200.00	250.00	168.00	2.88		1,620.88	970.58	63	
Chico	2	7,919.46	2,000.00	1,000.00	359.90	9.60		3,369.50	4,549.96	43	
Chino	3	1,338.83	750.00		85.50	1.28		,836.78	502.05	63	Presidential, Oct. 1, 1896.
Cloverdale	3	2,187.04	1,100.00	30.00	150.00	3.12		1,283.12	903.92	59	
Colton	3	2,597.38	1,300.00		210.00	4.08		1,514.08	1,083.30	58	
Colusa	3	4,793.81	1,600.00		212.95	3.52		1,816.47	2,977.34	38	
Coronado	3	3,731.49	1,500.00	120.00	170.00	6.32		1,796.32	1,935.17	48	
Dixon	3	3,463.68	1,400.00		168.00	2.56		1,570.56	1,893.12	45	
Escondido	3	2,901.44	1,400.00	150.00	203.79	2.32		1,756.11	1,145.33	61	
Eureka	2	9,936.92	2,100.00	1,600.00	120.00		2,636.22	6,456.22	3,480.70	65	
Ferndale	3	2,358.56	1,100.00	100.00	166.00	1.60		1,367.60	990.96	58	
Fresno	2	24,207.27	2,600.00	3,500.00		58.17	5,789.04	11,947.21	12,260.06	49	
Gilroy	3	3,840.21	1,500.00	250.00	294.00	6.08		2,050.08	1,790.13	53	
Grass Valley	3	7,766.77	1,900.00	150.00	357.85	9.52		2,417.37	5,349.40	31	
Hanford	3	6,469.62	1,800.00		358.00	6.96		2,164.96	4,304.66	33	
Haywards	3	4,130.44	1,500.00		192.00	10.72		1,702.72	2,427.72	41	
Healdsburg	3	4,854.43	1,700.00		333.00	9.12		2,042.12	2,812.31	42	
Hollister	3	4,915.66	1,600.00		235.00	7.36		1,842.36	3,073.30	37	

No. 10.—*Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1897*—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
CALIFORNIA—cont'd.											
Jackson	3	$4,089.60	$1,300.00	$200.00	$246.50	$4.08		$1,750.58	$2,339.02	43	
Lakeport	3	2,176.55	1,000.00	200.00	174.00	1.68		1,375.68	800.87	63	
Lincoln	3	2,402.56	1,200.00		200.00	1.60		1,401.60	1,000.96	58	
Livermore	3	4,328.95	1,500.00		269.00	5.68		1,774.68	2,554.27	41	
Lodi	3	2,375.06	1,100.00	200.00	173.25	6.48		1,479.73	895.33	62	
Lompoc	3	2,896.35	1,400.00		117.25	1.12		1,518.37	1,377.98	52	
Long Beach	3	3,962.33	1,400.00		192.50	6.40		1,598.90	2,363.43	40	
Los Angeles	1	190,126.38	3,500.00	34,868.56	2,831.05	1,524.34	$43,228.54	85,952.49	104,173.89	45	In Government building.
Los Gatos	3	5,543.70	1,700.00		59.00	7.92		1,766.92	3,776.78	32	
Madera	3	4,322.33	1,500.00	300.00	276.00	3.36		2,079.36	2,242.97	48	
Martinez	3	3,425.32	1,400.00	200.00	232.00	6.88		1,838.88	1,586.44	54	
Marysville	2	10,003.38	2,200.00	1,800.00	500.00	22.16		4,522.16	5,481.22	45	
Merced	3	6,115.91	1,700.00	200.00	59.00	6.32		1,965.32	4,150.59	32	
Modesto	3	5,301.48	1,700.00			10.08		1,710.08	3,591.40	32	
Monrovia	3	2,314.98	1,000.00		160.20	2.88		1,163.08	1,151.90	50	
Monterey	3	3,474.06	1,500.00		278.20	4.16		1,782.36	1,691.70	51	
Napa	2	10,432.55	2,200.00	1,600.00	327.00			4,127.00	6,305.55	40	
Nevada City	3	7,384.96	1,800.00	600.00	360.00	13.28		2,773.28	4,611.68	38	
Newcastle	3	2,909.52	1,400.00		159.00	1.20		1,560.20	1,349.32	54	
Oakdale	3	2,743.90	1,200.00	200.00	194.90	4.16		1,599.06	1,144.84	58	
Oakland	1	102,895.09	3,300.00	16,264.46	2,746.50	1,373.96	28,918.09	52,603.01	50,292.08	51	
Ontario	3	4,151.83	1,600.00	200.00	306.00	5.36		2,111.36	2,040.47	51	
Orange	3	2,700.42	1,300.00		230.00	3.12		1,533.12	1,167.30	57	
Oroville	3	5,248.47	1,600.00	500.00	236.00	10.24		2,346.24	2,902.23	45	
Pacific Grove	3	3,613.92	1,400.00		252.00	7.92		1,659.92	1,954.00	46	
Palo Alto	3	3,404.39	1,300.00	30.00	195.00	8.40		1,533.40	1,870.99	45	
Pasadena	2	22,197.70	2,600.00	3,618.48	101.00	67.44	5,807.94	12,194.86	10,002.84	55	
Paso Robles	3	3,609.44	1,500.00	50.00	304.00	3.44		1,857.44	1,752.00	51	
Perris	3	2,041.30	1,000.00		149.25	48		1,149.73	891.57	56	
Petaluma	2	8,318.12	2,000.00	1,000.00	480.00	31.28		3,511.28	4,806.84	42	
Placerville	3	4,746.88	1,600.00	600.00	236.00	5.44		2,441.44	2,305.44	51	
Pomona	2	11,213.80	2,300.00	1,800.00	1.00	23.99	2,369.33	6,494.32	4,719.48	58	
Portersville	3	4,186.06	1,500.00	200.00	230.00	1.44		1,931.44	2,254.62	46	
Red Bluff	3	7,906.18	1,900.00	142.50	420.00	8.96		2,471.46	5,434.72	31	
Redding	3	6,777.19	1,800.00	700.00	360.00	10.96		2,870.96	3,906.23	42	
Redlands	2	11,469.93	2,300.00	1,900.00	300.00	9.28		4,509.28	6,960.65	39	
Redwood City	3	3,011.89	1,300.00	60.00	206.00	14.00		1,580.00	1,431.89	52	
Riverside	2	14,143.04	2,400.00	2,800.00	1,088.58	7.38	4,122.06	10,418.02	3,725.02	74	
Sacramento	1	72,102.76	3,200.00	11,891.84		880.04	16,216.97	32,189.45	39,978.31	45	Do.
St. Helena	3	5,196.09	1,700.00	40.00	287.80	6.64		2,034.44	3,161.65	39	
Salinas	3	7,377.93	1,800.00	50.00	800.00	13.76		2,163.76	5,214.17	29	

San Pedro	3	2,665.18	1,300.00		170.50	3.52		1,474.02	1,191.16	55	
San Rafael	3	6,410.36	1,800.00	150.00	357.00	32.16		2,339.16	4,071.20	36	
Santa Ana	2	9,404.39	2,100.00	1,500.00	63.00	24.87		3,687.87	5,716.52	39	
Santa Barbara	2	15,657.29	2,500.00	2,400.00	580.00	31.46	4,046.19	9,557.65	6,099.64	61	
Santa Clara	3	4,924.28	1,600.00	40.00	225.00	11.12		1,876.12	3,048.16	38	
Santa Cruz	2	13,846.43	2,400.00	2,112.77	600.00	108.04	3,755.78	8,976.59	4,869.84	65	
Santa Maria	3	2,553.33	1,200.00		179.50	2.80		1,482.30	1,071.03	58	
Santa Monica	3	5,243.97	1,700.00	60.00	298.00	17.68		2,075.68	3,168.29	40	
Santa Paula	3	3,454.21	1,400.00		214.00	4.88		1,618.88	1,835.33	47	
Santa Rosa	2	11,304.44	2,300.00	1,821.96	600.00	64.72	3,679.94	8,466.62	2,837.82	75	
Selma	3	3,252.18	1,400.00		231.00	2.24		1,633.24	1,618.94	50	
Sisson	3	2,797.30	1,200.00	60.00	180.00	2.48		1,392.48	1,404.82	50	
Sonoma	3	1,464.99	825.00		128.25	1.36		954.61	510.38	65	Presidential, Oct. 1, 1896.
Sonora	3	4,653.72	1,500.00	300.00	204.00	9.60		2,013.60	2,640.12	43	
South Riverside	3	2,279.79	1,000.00		136.55	1.68		1,138.23	1,141.56	50	
Stanford University	3	4,268.99	1,500.00		144.90	12.64		1,657.54	2,611.45	39	
Stockton	2	28,922.12	2,700.00	4,200.00	1,800.00	141.76	6,209.12	15,050.88	13,871.24	52	
Suisun City	3	2,631.15	1,200.00	50.00	198.00	3.36		1,451.36	1,179.79	55	
Susanville	3	2,080.30	1,000.00	300.00	128.00	.64		1,428.64	651.66	69	
Truckee	3	3,209.49	1,300.00	99.99	225.00			1,624.99	1,584.50	51	
Tulare	3	5,059.11	1,700.00		360.00	5.12		2,065.12	2,993.99	41	
Ukiah	3	4,544.09	1,600.00	300.00	310.00	6.96		2,216.96	2,327.13	49	
University	3	4,218.31	1,200.00		135.00	5.36		1,340.36	3,877.95	32	
Vacaville	3	4,451.88	1,600.00		331.00	1.84		1,932.84	2,519.04	43	
Vallejo	2	8,697.99	2,000.00	1,300.00	420.00	23.11		3,743.11	4,954.88	43	
Ventura	3	5,993.43	1,800.00	200.00	176.00	8.72		2,184.72	3,808.71	38	
Visalia	3	7,597.62	1,900.00	100.00	460.00	9.84		2,469.84	5,127.78	33	
Watsonville	3	8,120.57	1,900.00	60.00	360.00	11.76		2,331.76	5,788.81	29	
Whittier	3	2,442.87	1,100.00		59.07	2.64		1,161.71	1,281.16	48	
Willow	3	3,169.05	1,400.00	150.00	232.00	3.04		1,785.04	1,384.01	56	
Winters	3	2,344.66	1,100.00		180.00	1.44		1,281.44	1,063.22	54	
Woodland	2	8,188.13	2,000.00	1,100.00	300.00	17.72		3,417.72	4,770.41	42	
Yreka	3	4,925.58	1,600.00	400.00	273.00	4.72		2,277.72	1,657.86	46	
Total		1,907,070.29	189,075.00	318,971.99	48,698.22	17,027.57	377,570.08	951,342.86	955,727.43	50	
COLORADO.											
Akron	3	1,206.08	1,000.00	150.00	165.65	.16		1,315.81		109	Deficit, $109.73.
Alamosa	3	3,026.11	1,500.00	150.00	284.00			1,934.00	1,092.11	64	
Amethyst	3	2,123.35	1,200.00	80.00	358.00	1.84		1,639.84	483.51	77	
Aspen	2	11,494.83	2,300.00	2,100.00	540.00	9.92		4,949.92	6,544.91	43	
Boulder	2	13,064.46	2,300.00	1,866.31	523.24	78.44		4,767.99	8,896.47	35	

No. 10.—*Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1897*—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
COLORADO—continued.											
Breckenridge	3	$3,160.16	$1,400.00	.....	$220.00	$3.68	.....	$1,623.68	$1,536.48	51	
Buena Vista	3	3,225.66	1,300.00	$200.00	172.00	3.76	.....	1,675.76	1,549.90	52	
Cañon City	2	8,664.41	2,000.00	920.00	545.29	26.07	.....	3,491.36	5,173.05	40	
Central City	3	6,285.60	1,600.00	80.00	271.94	9.76	.....	1,961.70	4,323.90	31	
Colorado City	3	3,300.93	1,100.00	.....	231.00	7.68	.....	1,338.68	1,962.25	41	
Colorado Springs	1	62,848.51	3,100.00	8,872.23	2,000.00	464.88	$8,666.46	23,103.57	39,744.94	37	
Cripple Creek	2	28,544.15	2,600.00	6,609.24	225.00	284.63	.....	9,718.87	18,825.28	34	
Del Norte	3	2,602.12	1,100.00	30.00	84.65	2.24	.....	1,216.89	1,385.23	47	
Delta	3	3,764.27	1,500.00	100.00	250.00	2.72	.....	1,852.72	1,911.55	49	
Denver	1	320,541.01	3,700.00	51,221.46	79.75	2,247.46	77,755.00	135,003.67	185,537.34	42	In Government building.
Durango	2	9,983.85	2,200.00	1,500.00	720.00	10.72	.....	4,430.72	5,553.13	44	
Florence	3	5,803.13	1,600.00	500.00	235.00	8.56	.....	2,343.56	3,459.57	40	
Fort Collins	3	7,135.21	1,800.00	400.00	222.00	9.76	.....	2,431.76	4,703.45	34	
Georgetown	3	2,786.41	1,300.00	200.00	310.00	5.20	.....	1,815.20	971.21	65	
Gillett	3	467.33	300.00	.....	35.00	.24	.....	335.24	132.09	72	Presidential, Apr. 1, 1897.
Glenwood Springs	3	4,952.70	1,600.00	.....	304.00	8.88	.....	1,912.88	3,039.82	39	
Golden	3	3,921.71	1,500.00	.....	296.80	6.00	.....	1,802.80	2,118.91	46	
Grand Junction	2	7,829.18	2,000.00	1,000.00	276.00	22.96	.....	3,298.96	4,530.22	42	
Greeley	2	10,295.48	2,300.00	1,700.00	600.00	92.20	1,748.90	6,441.10	3,854.38	63	
Gunnison	3	3,898.32	1,400.00	600.00	230.00	5.36	.....	2,235.36	1,662.96	57	
Highlands	3	3,106.68	1,400.00	.....	15.00	33.92	.....	1,448.92	1,657.76	47	
Idaho Springs	3	5,492.97	1,600.00	150.00	253.00	6.80	.....	2,009.80	3,483.17	37	
La Junta	3	5,231.44	1,700.00	400.00	331.00	5.36	.....	2,436.36	2,795.08	47	
Lake City	3	2,542.61	1,100.00	300.00	170.00	.72	.....	1,570.72	971.89	62	
Lamar	3	2,607.68	1,100.00	100.00	164.00	1.92	.....	1,365.92	1,241.76	52	
Las Animas	3	2,013.50	1,000.00	.....	146.10	.96	.....	1,147.06	866.44	57	
Leadville	2	22,636.62	2,700.00	4,600.00	900.00	78.90	2,507.33	10,786.23	11,850.39	48	
Longmont	3	4,929.49	1,700.00	99.99	358.00	5.12	.....	2,163.11	2,766.38	44	
Loveland	3	3,035.51	1,400.00	20.00	249.90	.80	.....	1,670.70	1,364.81	55	
Mainton	3	5,017.12	1,700.00	690.00	355.00	18.32	.....	2,763.32	2,253.80	55	
Monte Vista	3	3,645.05	1,500.00	10.00	224.00	2.16	.....	1,736.16	1,908.89	48	
Montrose	3	4,384.74	1,600.00	300.00	331.00	3.44	.....	2,234.44	2,150.30	51	
Ouray	3	6,156.18	1,700.00	400.00	300.00	4.16	.....	2,404.16	3,752.02	39	
Pueblo	1	41,702.65	3,000.00	7,800.00	1,048.49	342.96	12,828.86	25,020.31	16,682.34	60	
Rico	3	2,868.08	1,400.00	.....	251.50	.88	.....	1,652.38	715.70	70	
Rocky Ford	3	3,012.94	1,200.00	.....	124.00	1.04	.....	1,325.04	1,687.90	44	
Salida	3	6,086.98	1,800.00	700.00	360.00	7.68	.....	2,867.68	3,219.30	47	
Silverton	3	5,133.23	1,700.00	300.00	60.00	4.48	.....	2,064.48	3,068.75	40	
Sterling	3	2,411.52	1,300.00	.....	243.05	.40	.....	1,544.35	867.17	64	
Telluride	3	6,451.50	1,700.00	120.00	298.00	9.12	.....	2,127.12	4,324.38	33	
Trinidad	2	11,117.20	2,300.00	2,000.00	875.00	3.67	3,617.52	8,796.19	2,321.01	79	

[illegible]	.....	695,025.06	81.500.00	98,214.28	16,630.20	3,901.55	107,124.07	307,870.05	387,655.01	44	
[illegible]ECTICUT.											
[illegible]	2	16,276.72	2,400.00	1,900.00	1,020.00	88.38	4,584.03	9,992.41	6,284.31	61	
[illegible]	3	3,672.77	1,500.80	.....	234.00	11.52	.....	1,745.52	1,927.25	48	
[illegible]	3	4,117.08	1,600.00	.....	230.20	17.52	.....	1,847.72	2,269.36	45	
[illegible]ort	1	98,094.95	3,300.00	14,747.44	.....	1,028.45	24,207.89	43,373.78	54,721.17	44	In Government building.
[illegible]	2	13,789.19	2,400.00	1,900.00	650.00	64.80	.....	5,014.80	8,774.39	36	
[illegible]	3	2,580.89	1,200.00	150.00	109.00	5.12	.....	1,464.12	1,116.77	57	
[illegible]er	3	2,419.26	1,100.00	.....	145.50	8.96	.....	1,254.46	1,164.80	52	
Clinton	3	2,775.45	1,400.00	.....	123.73	9.84	.....	1,533.57	1,241.88	55	
Clintonville	3	2,111.22	1,500.00	.....	300.00	1.12	.....	1,807.12	304.10	86	
Colchester	3	3,649.12	1,400.00	.....	225.31	8.48	.....	1,633.79	2,015.33	45	
Collinsville	3	3,241.90	1,400.00	.....	120.00	12.08	.....	1,532.08	1,709.82	47	
Danbury	2	24,667.14	2,700.00	3,507.00	1,386.88	202.27	6,830.13	14,626.28	10,040.86	59	
Danielson	3	6,700.34	1,800.00	80.00	299.84	18.24	.....	2,198.08	4,502.26	33	
Deep River	3	3,119.53	1,500.00	.....	204.00	8.08	.....	1,712.08	1,407.45	55	
Derby	2	13,380.20	2,400.00	2,248.00	945.20	149.42	3,941.78	9,684.40	3,695.80	72	
East Berlin	3	4,355.35	1,500.00	.....	120.00	6.32	.....	1,626.32	2,729.03	37	
East Haddam	3	2,076.11	1,100.00	100.00	82.90	4.72	.....	1,287.62	788.49	62	
East Hampton	3	3,463.31	1,400.00	.....	98.26	4.08	.....	1,502.34	1,960.97	43	
East Hartford	3	2,110.62	1,000.00	.....	77.50	15.76	.....	1,093.26	1,017.36	52	
Essex	3	4,583.04	1,400.00	.....	155.00	11.28	.....	1,566.28	3,016.76	34	
Fairfield	3	1,836.84	825.00	.....	62.50	8.64	.....	896.14	940.70	49	Presidential. Oct. 1, 1896.
Glastonbury	3	2,560.98	1,000.00	.....	165.00	5.60	.....	1,170.60	1,390.38	46	
Greenwich	2	19,322.01	2,400.00	1,500.00	600.00	48.80	.....	4,548.80	14,773.21	24	
Guilford	3	4,020.58	1,600.00	.....	144.52	12.16	.....	1,756.68	2,263.90	44	
Hamden	3	1,580.92	600.00	.....	42.00	1.12	.....	643.12	937.80	41	Presidential, Jan. 1, 1897.
Hartford	1	242,550.04	3,600.00	31,638.80	.....	1,975.29	31,190.10	68,404.19	174,145.85	28	In Government building.
Jewett City	3	3,311.35	1,300.00	100.00	141.88	12.16	.....	1,554.04	1,757.31	47	
Lakeville	3	2,544.12	1,200.00	.....	198.00	6.08	.....	1,404.08	1,140.04	55	
Litchfield	3	4,959.78	1,600.00	.....	331.00	19.28	.....	1,950.28	3,009.50	39	
Manchester	3	2,988.76	1,400.00	.....	206.00	11.04	.....	1,617.04	1,371.72	54	
Meriden	1	76,045.80	3,100.00	3,320.00	2,223.71	337.24	12,022.38	26,003.33	50,042.47	34	
Middletown	2	31,543.11	2,700.00	3,864.84	.....	159.92	5,251.07	11,975.83	19,567.28	38	Do.
Milford	3	4,877.58	1,700.00	.....	286.25	21.12	.....	2,007.37	2,870.61	41	
Moodus	2	21,618.90	2,500.00	2,200.00	96.43	8.88	.....	4,805.31	16,813.59	22	
Moosup	3	473.69	250.00	.....	23.96	1.44	.....	275.40	198.29	58	Presidential, Apr. 1, 1897.
Mystic	3	4,465.11	1,600.00	100.00	257.30	17.60	.....	1,974.90	2,490.21	44	
Naugatuck	2	8,897.25	2,100.00	1,100.00	440.00	43.37	.....	3,683.37	5,213.88	41	
New Britain	2	35,847.17	2,800.00	4,548.00	1,200.00	222.71	8,178.92	16,949.63	18,897.54	47	
New Canaan	3	3,857.70	1,500.00	.....	300.00	15.76	.....	1,815.76	2,041.94	47	
New Hartford	3	2,761.72	1,300.00	100.00	210.00	8.48	.....	1,618.48	1,143.24	59	
New Haven	1	231,357.83	3,600.00	34,843.30	274.18	2,016.54	50,024.30	90,758.27	140,599.56	39	In Government building
New London	2	41,670.41	2,800.00	4,967.23	2,500.00	326.75	6,380.98	16,974.96	24,695.45	41	

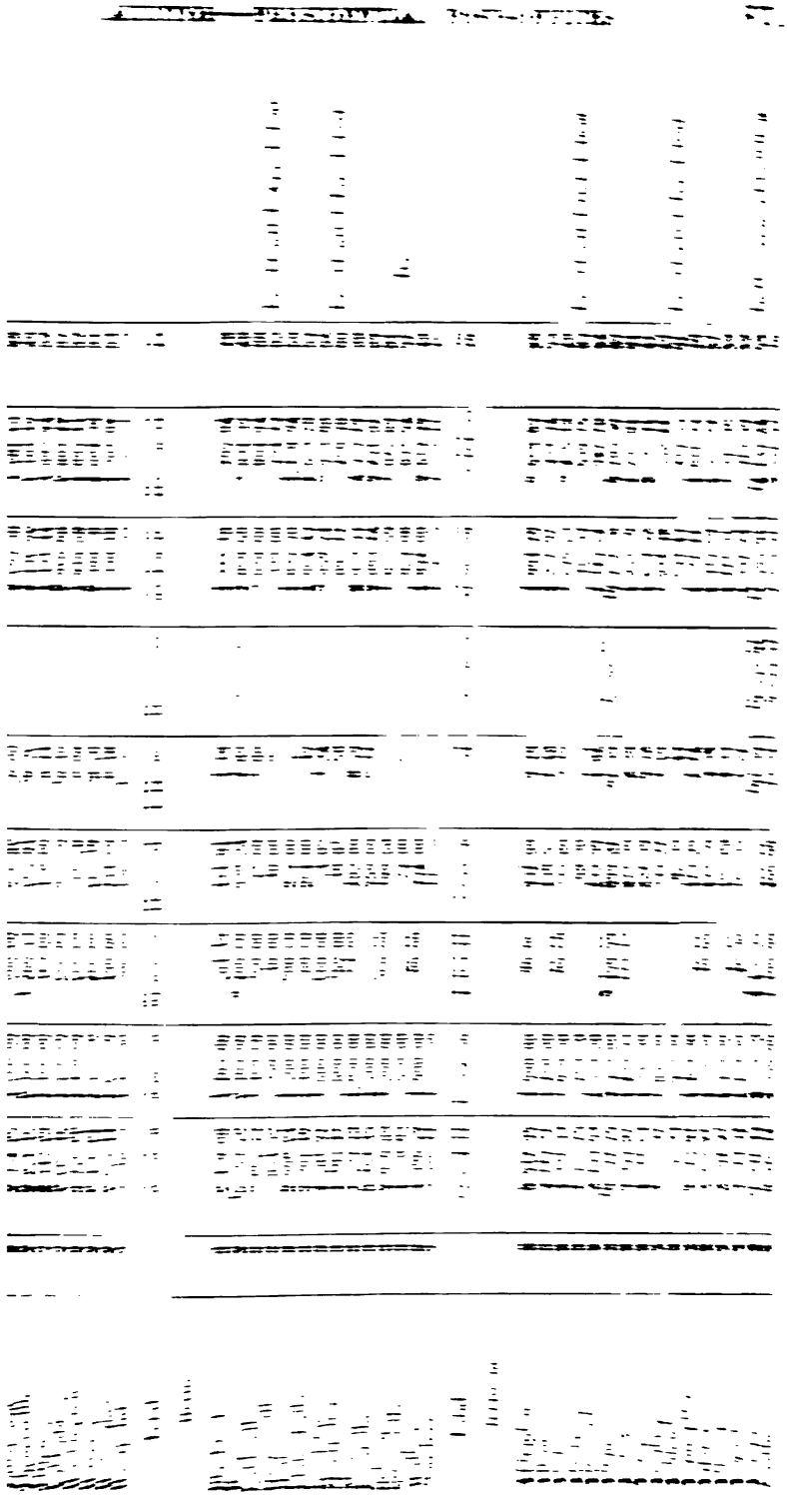
No. 10.—*Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1897*—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
CONNECTICUT—cont'd.											
New Milford	3	$7,608.91	$1,900.00	$250.00	$341.44	$19.84		$2,511.28	$5,097.63	33	
Niantic	3	2,273.38	1,200.00	120.00	198.00	13.84		1,531.84	741.54	67	
Norfolk	3	3,008.34	1,300.00		98.95	9.20		1,408.15	1,600.19	47	
North Haven	3	4,095.62	1,700.00	75.00	165.00	3.60		1,943.60	2,152.02	47	
Norwalk	2	11,882.03	2,300.00	1,700.00	620.02	112.65	$3,519.12	8,251.79	3,630.24	69	
Norwich	2	36,174.82	2,900.00	4,994.00	1,890.00	486.13	9,981.03	20,251.16	15,923.66	56	
Plainville	3	3,100.39	1,400.00		197.00	12.08		1,609.08	1,491.31	52	
Plantsville	3	2,277.94	1,100.00		177.90	7.36		1,285.26	992.68	56	
Portland	3	3,411.56	1,500.00		300.00	10.88		1,810.88	1,600.68	53	
Putnam	2	8,997.44	2,000.00	1,000.00	360.00	37.79		3,397.79	5,599.65	38	
Ridgefield	3	3,761.15	1,500.00		298.65	20.40		1,819.05	1,942.10	48	
Rockville	2	9,959.10	2,300.00	1,700.00	600.00	37.76	2,069.70	6,707.46	3,251.64	67	
Seymour	3	4,774.88	1,700.00	86.59	358.00	17.68		2,162.27	2,612.61	45	
Shelton	3	5,325.91	1,600.00		329.78	21.12		1,950.90	3,375.01	37	
Southington	3	4,707.98	1,700.00		234.25	16.96		1,951.21	2,756.77	41	
South Manchester	3	5,962.50	1,700.00		358.00	21.68		2,079.68	3,882.82	35	
South Norwalk	2	14,075.33	2,400.00	1,900.00	539.94	100.95	8,514.66	8,455.55	5,619.78	60	
Southport	3	2,680.05	1,300.00		250.00	11.92		1,561.92	1,118.13	58	
Stafford Springs	3	5,037.35	1,600.00	200.00	300.00	14.40		2,114.40	2,922.95	42	
Stamford	2	30,949.86	2,800.00	4,424.00	1,900.00	343.95	8,603.42	18,071.37	12,878.49	58	
Stonington	3	3,759.85	1,500.00		185.10	19.28		1,704.38	2,055.47	45	
Stratford	3	2,473.65	1,200.00		208.54	14.40		1,422.94	1,050.71	58	
Suffield	3	2,665.14	1,300.00		150.00	7.44		1,457.44	1,207.70	55	
Terryville	3	2,192.92	1,000.00		164.00	3.52		1,167.52	1,025.40	53	
Thomaston	3	3,934.18	1,600.00	200.00	306.00	12.48		2,118.48	1,815.70	54	
Thomsonville	3	4,475.83	1,600.00		280.00	20.64		1,900.64	2,575.19	42	
Torrington	2	16,874.13	2,400.00	1,899.90	581.51	65.86		4,947.27	11,926.86	29	
Unionville	3	3,606.70	1,400.00		230.00	8.96		1,638.96	1,967.74	45	
Wallingford	2	11,518.13	2,200.00	1,519.37	600.00	55.40		4,374.77	7,143.36	38	
Waterbury	1	65,534.21	8,200.00	10,301.99	1,959.61	377.06	12,409.75	28,338.41	37,195.80	43	
Watertown	3	2,654.20	1,300.00	70.00	124.00	8.64		1,502.64	1,151.56	57	
Waterville	3	2,922.13	1,200.00			3.44		1,203.44	1,718.69	41	
West Haven	3	4,775.58	1,500.00		297.24	34.72		1,831.96	2,943.62	38	
Westport	3	3,111.98	1,500.00		165.00	15.92		1,680.92	1,431.06	54	
West Winsted	3	8,597.61	1,900.00	120.00	360.00	18.16		2,398.16	6,199.45	28	
Willimantic	2	12,708.55	2,400.00	2,100.00	800.00	85.38	4,557.00	9,942.38	2,760.17	78	
Windsor	3	2,522.63	1,300.00		179.00	16.00		1,495.00	1,027.63	59	
Windsor Locks	3	4,276.98	1,500.00		210.50	15.36		1,725.86	2,551.12	40	
Winsted	2	8,043.34	2,000.00	1,100.00	400.00	30.36		3,530.36	4,512.98	44	
Total		1,302,988.52	143,375.00	151,765.46	32,953.43	9,089.63	197,356.26	534,539.78	768,448.74	41	

DELAWARE.											
Dover	3	8,505.24	1,900.00	400.00	.....	25.60	.....	2,325.60	6,179.64	27	In Government building.
Georgetown	3	2,749.80	1,300.00	.....	160.00	8.40	.....	1,468.40	1,281.49	53	
Laurel	3	2,807.14	1,200.00	150.00	154.65	2.80	.....	1,507.45	1,099.69	58	
Lewes	3	2,509.91	1,100.00	.....	194.00	5.12	.....	1,299.12	1,210.79	52	
Middletown	3	3,514.62	1,500.00	200.00	254.00	8.56	.....	1,962.56	1,552.06	56	
Milford	3	4,202.03	1,600.00	.....	256.00	11.84	.....	1,867.84	2,334.19	44	
Newark	3	4,190.47	1,500.00	200.00	155.43	12.48	.....	1,867.91	2,322.56	45	
Newcastle	3	2,562.77	1,300.00	.....	82.05	8.88	.....	1,390.93	1,171.84	54	
Seaford	3	3,771.04	1,500.00	200.00	202.00	5.28	.....	1,907.28	1,863.76	51	
Smyrna	3	3,472.00	1,500.00	.....	193.75	7.76	.....	1,701.51	1,770.58	49	
Wilmington	1	77,237.38	3,200.00	12,436.00	.....	790.27	24,928.13	41,354.40	35,882.98	54	Do.
Total	.....	115,322.58	17,600.00	13,586.00	1,651.88	886.99	24,928.13	58,653.00	56,669.58	51	
DISTRICT OF COLUMBIA.											
Washington	1	549,658.43	5,000.00	263,830.20	35,550.66	14,055.10	190,490.06	508,926.02	40,732.41	93	
FLORIDA.											
Apalachicola	3	2,719.72	1,200.00	.....	155.00	3.76	.....	1,358.76	1,360.96	50	
Bartow	3	4,344.39	1,700.00	600.00	350.00	13.44	.....	2,663.44	1,680.95	61	
Daytona	3	3,833.56	1,300.00	4.95	138.00	7.76	.....	1,450.71	2,382.85	38	
Deland	3	4,720.22	1,600.00	.....	306.00	6.48	.....	1,912.48	2,807.74	41	
Eustis	3	1,907.57	1,000.00	.....	147.00	1.60	.....	1,148.60	758.97	60	
Fernandina	3	5,096.93	1,700.00	20.00	256.00	11.12	.....	1,987.12	3,109.81	39	
Fort Brook	3	3,770.96	1,200.00	.....	218.00	1.92	.....	1,419.92	2,351.04	38	
Gainesville	3	8,080.57	1,900.00	500.00	300.00	25.92	.....	2,725.92	5,354.65	34	
Jacksonville	1	67,220.05	3,200.00	12,685.55	.....	480.09	12,450.22	28,815.86	38,404.19	43	In Government building.
Key West	2	11,463.85	2,300.00	200.00	.....	143.68	.....	2,643.68	8,820.17	23	Do.
Kissimmee	3	2,009.66	1,200.00	176.48	208.00	2.88	.....	1,587.36	422.30	79	
Lake City	3	3,391.98	1,500.00	200.00	300.00	7.68	.....	2,007.68	1,384.30	59	
Lakeland	3	1,005.78	550.00	99.99	83.00	2.80	.....	735.79	329.99	69	Presidential, Jan. 1, 1897.
Leesburg	3	2,941.32	1,400.00	186.59	195.50	7.02	.....	1,789.11	1,152.21	61	
Live Oak	3	2,552.08	1,100.00	200.00	54.25	6.88	.....	1,361.13	1,190.95	53	
Madison	3	2,297.59	1,100.00	150.00	114.00	3.28	.....	1,367.28	930.31	60	
Monticello	3	2,470.78	1,200.00	.....	70.00	2.33	.....	1,272.33	1,198.45	52	Mail bags, 25 cents.
Ocala	2	9,078.26	2,200.00	1,800.00	600.00	56.54	.....	4,656.54	4,421.72	51	
Orlando	3	7,441.83	1,900.00	550.00	460.00	17.84	.....	2,927.84	4,513.99	39	
Palatka	2	6,976.17	2,000.00	1,300.00	65.00	42.24	.....	3,407.24	3,568.93	49	
Pensacola	2	19,686.49	2,500.00	2,600.00	.....	48.05	4,384.86	9,532.91	10,153.58	48	In Government building.
Punta Gorda	3	1,774.68	750.00	180.00	107.40	2.48	.....	1,039.88	734.80	59	Presidential, Oct. 1, 1896.
Quincy	3	2,808.43	1,100.00	150.00	162.40	3.84	.....	1,416.24	1,392.19	50	
St. Augustine	2	12,677.42	2,300.00	2,648.90	.....	69.58	.....	5,018.48	7,658.94	40	In Government building.
St. Petersburg	3	1,920.71	825.00	65.00	147.00	4.88	.....	1,041.88	878.83	54	Presidential, Oct. 1, 1896.
Tallahassee	3	4,807.55	1,700.00	400.00	454.75	14.32	.....	2,569.07	2,238.48	53	
Tarpon	3	1,942.84	1,000.00	30.00	63.60	3.36	.....	1,096.96	845.88	56	
Tallahassee	2	8,102.38	2,000.00	967.03	.....	36.32	.....	3,003.35	5,099.03	37	In Government building.
Tampa	2	22,649.03	2,700.00	4,024.00	750.00	217.92	5,393.81	13,085.74	9,563.29	58	

No. 10.—*Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1897*—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
FLORIDA—cont'd.											
Titusville	3	$2,797.66	$1,400.00	$199.44	$267.15	$11.20	.....	$1,877.79	$919.87	67	
West Palm Beach	3	2,562.71	1,400.00	200.00	174.00	5.36	.....	1,779.36	783.35	69	
Total	.....	235,113.17	48,925.00	30,137.93	6,146.05	1,262.58	$22,228.89	108,700.45	126,412.72	46	
GEORGIA.											
Albany	3	8,513.88	1,900.00	500.00	278.79	30.72	.....	2,709.51	5,804.37	32	
Americus	2	12,053.45	2,200.00	1,500.00	750.00	106.90	3,698.67	8,255.57	3,797.88	68	
Athens	2	14,866.58	2,400.00	1,900.00	535.50	62.50	4,386.61	9,284.61	5,581.97	62	
Atlanta	1	265,091.79	3,700.00	39,899.01	.....	1,620.33	40,424.42	85,643.76	179,448.03	32	In Government building.
Augusta	1	54,632.91	3,100.00	9,172.00	.....	444.49	16,671.81	29,388.30	25,244.61	54	Do.
Bainbridge	3	4,417.84	1,500.00	300.00	175.20	14.16	.....	1,989.36	2,428.48	45	
Barnesville	3	3,871.44	1,500.00	250.00	180.00	12.32	.....	1,942.32	1,929.12	50	
Brunswick	2	13,767.44	2,300.00	1,700.00	780.90	42.41	3,497.82	8,321.13	5,446.31	60	
Carrollton	3	2,719.31	1,200.00	250.00	216.50	7.36	.....	1,673.86	1,045.45	62	
Cartersville	3	4,273.82	1,500.00	350.00	250.00	16.32	.....	2,116.32	2,157.50	50	
Cedartown	3	2,854.38	1,300.00	100.00	225.00	7.36	.....	1,632.36	1,222.02	57	
Columbus	2	27,581.11	2,700.00	3,900.00	292.39	214.18	7,563.28	14,669.85	12,911.26	53	Do.
Cordele	3	5,260.87	1,600.00	100.00	171.00	10.80	.....	1,881.80	3,379.07	36	
Covington	3	2,772.21	1,200.00	.....	192.00	9.68	.....	1,401.68	1,370.53	51	
Cuthbert	3	3,472.80	1,400.00	150.00	194.00	6.32	.....	1,750.32	1,722.48	50	
Dalton	3	5,896.68	1,700.00	200.00	341.50	17.12	.....	2,258.62	3,638.06	38	
Darien	3	2,291.68	1,100.00	20.00	128.00	2.80	.....	1,250.80	1,040.88	55	
Dawson	3	3,641.49	1,500.00	.....	205.25	11.92	.....	1,717.17	1,934.32	47	
Dublin	3	3,033.45	1,200.00	150.00	209.63	12.08	.....	1,571.71	1,461.74	52	
Eastman	3	645.76	275.00	.....	15.90	1.36	.....	292.26	353.50	45	Presidential, Apr. 1, 1897.
Eatonton	3	2,395.12	1,100.00	40.00	126.30	6.48	.....	1,272.78	1,122.34	53	
Elberton	3	4,154.90	1,500.00	300.00	220.00	8.96	.....	2,028.96	2,125.94	49	
Fitzgerald	3	1,168.28	400.00	255.00	65.40	2.56	.....	722.96	445.32	59	Do.
Forsyth	3	2,350.75	1,100.00	60.00	196.00	6.00	.....	1,362.00	988.75	58	
Fort Valley	3	2,955.76	1,200.00	100.00	199.00	8.16	.....	1,507.16	1,448.60	51	
Gainesville	3	6,077.05	1,700.00	800.00	354.56	31.28	.....	2,885.84	3,191.21	47	
Griffin	3	5,431.44	1,487.50	350.37	331.63	21.28	.....	2,190.78	3,240.66	40	Delinquent from July 1 to Aug. 15, 1896.
Hawkinsville	3	3,455.64	1,400.00	20.83	226.20	8.16	.....	1,655.99	1,799.65	48	
Lagrange	3	4,553.97	1,500.00	250.00	281.00	17.00	.....	2,048.60	2,505.37	45	
Macon	1	55,173.02	3,100.00	9,068.46	.....	625.10	14,363.29	27,156.85	28,016.17	49	In Government building.
Madison	3	3,374.30	1,400.00	30.00	269.00	12.24	.....	1,711.24	1,663.06	51	
Marietta	2	8,359.20	2,000.00	950.00	480.00	42.95	.....	3,472.95	4,886.25	42	
Milledgeville	3	5,743.97	1,700.00	150.00	284.00	18.72	.....	2,152.72	3,591.25	37	
Newnan	3	4,812.98	1,600.00	200.00	242.91	16.80	.....	2,059.71	2,753.27	43	



No. 10—*Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1897*—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
ILLINOIS—continued.											
Barry	3	$3,127.38	$1,200.00	.....	$198.00	$2.72	.....	$1,400.72	$1,726.66	45	
Batavia	2	12,405.75	2,300.00	$1,600.00	600.00	14.89	.....	4,514.89	7,890.86	36	
Beardstown	3	5,978.90	1,700.00	100.00	358.00	10.32	.....	2,168.32	3,810.58	36	
Belleville	2	13,105.49	2,300.00	1,900.00	600.00	104.49	$6,497.38	11,401.87	1,703.62	87	
Belvidere	2	11,171.26	2,300.00	1,900.00	400.00	29.01	2,071.14	6,700.15	4,471.11	60	
Bement	3	2,754.23	1,300.00	.....	250.00	4.00	.....	1,554.00	1,200.23	56	
Benton	3	2,398.58	1,200.00	200.00	176.57	3.60	.....	1,580.17	818.41	66	
Blandinsville	3	2,166.25	1,000.00	.....	144.00	.96	.....	1,144.96	1,021.29	53	
Bloomington	1	47,030.52	3,100.00	7,800.00	530.20	278.00	12,066.09	23,774.29	23,256.23	51	In Government building.
Blue Island	2	9,535.57	2,000.00	1,000.00	400.00	27.67	.....	3,427.67	6,107.90	36	
Braidwood	3	3,134.11	1,300.00	.....	124.10	3.52	.....	1,427.62	1,706.49	46	
Bunker Hill	3	2,746.61	1,300.00	20.00	121.25	2.88	.....	1,444.18	1,302.48	53	
Bushnell	3	6,341.20	1,800.00	300.00	351.37	11.60	.....	2,462.97	3,878.23	39	
Cairo	2	24,199.36	2,700.00	4,451.55	.....	94.55	6,492.74	13,738.84	10,460.52	57	Do.
Cambridge	3	3,434.16	1,400.00	.....	172.00	2.16	.....	1,574.16	1,860.00	46	
Camp Point	3	2,083.41	1,100.00	.....	169.01	1.76	.....	1,270.77	812.64	61	
Canton	2	13,064.44	2,400.00	1,799.99	600.00	28.71	2,627.63	7,456.33	5,608.11	57	
Carbondale	3	4,867.86	1,700.00	283.25	196.00	13.76	.....	2,193.01	2,674.85	45	
Carlinville	3	6,034.88	1,800.00	100.00	355.36	7.60	.....	2,262.96	3,771.92	38	
Carlyle	3	2,577.55	1,300.00	.....	108.49	4.16	.....	1,412.65	1,164.90	55	
Carmi	3	5,178.80	1,600.00	200.00	356.00	9.84	.....	2,165.84	3,012.96	42	
Carrollton	3	4,679.09	1,600.00	300.00	316.00	8.32	.....	2,224.32	2,454.77	48	
Carthage	3	5,598.79	1,700.00	300.00	318.10	6.66	.....	2,324.76	3,274.03	42	Mail bags 10 cents.
Casey	3	2,548.04	1,100.00	.....	196.00	4.96	.....	1,300.96	1,247.08	51	
Centralia	3	7,273.50	1,900.00	350.00	353.60	14.88	.....	2,618.48	4,655.02	36	
Champaign	2	18,955.99	2,500.00	2,385.32	900.00	56.00	4,019.28	9,860.60	9,095.39	52	
Charleston	2	9,281.37	2,000.00	1,500.00	480.00	80.28	.....	4,060.28	5,221.09	44	
Chatsworth	3	2,297.83	1,100.00	68.29	150.15	1.92	.....	1,320.36	977.47	57	
Chenoa	3	2,876.73	1,400.00	.....	272.00	2.56	.....	1,674.56	1,202.17	58	
Chester	3	3,737.12	1,500.00	300.00	237.50	4.08	.....	2,041.58	1,695.54	55	
Chicago	1	5,138,414.64	6,000.00	960,283.89	56,553.67	44,919.91	1,171,245.78	2,239,002.25	2,899,411.39	44	In Government building.
Chicago Heights	3	4,337.80	1,600.00	.....	331.00	7.28	.....	1,938.28	2,399.52	45	
Chillicothe	3	2,914.10	1,300.00	.....	250.00	3.04	.....	1,553.04	1,361.06	53	
Clayton	3	2,012.79	1,300.00	200.00	190.54	2.08	.....	1,492.62	520.17	74	
Clinton	3	7,038.95	1,800.00	250.00	360.00	10.72	.....	2,420.72	4,618.23	34	
Coal City	3	2,133.76	1,100.00	120.00	100.00	.80	.....	1,320.80	806.96	62	
Cobden	3	2,438.87	1,200.00	.....	149.04	2.48	.....	1,351.52	1,087.35	55	
Colchester	3	2,297.57	1,200.00	20.00	168.00	1.04	.....	1,389.04	908.53	60	
Colfax	3	1,920.86	1,000.00	.....	168.54	1.04	.....	1,169.58	751.28	61	
Collinsville	3	2,968.60	1,600.00	.....	252.00	3.44	.....	1,855.44	1,113.16	63	
Danville	2	24,015.51	2,600.00	3,544.00	.....	102.45	5,460.41	11,706.86	12,308.65	49	Do.

Decatur	1	44,553.12	3,100.00	7,900.00	783.75	180.44	10,508.40	22,422.59	22,130.53	50	
De Kalb	2	17,601.92	2,400.00	1,500.00	414.02	15.46	....	4,329.48	13,272.44	25	
Delavan	3	3,440.38	1,500.00	....	254.00	2.64	....	1,750.64	1,683.74	51	
Dixon	2	16,420.12	2,500.00	2,200.00	760.00	45.89	3,287.41	8,703.30	7,626.82	54	
Downers Grove	3	2,594.31	1,200.00	....	187.35	....	....	1,387.35	1,206.96	53	
Dundee	3	3,055.03	1,300.00	....	225.00	4.08	....	1,529.08	1,525.95	50	
Duquoin	3	5,352.11	1,700.00	250.00	352.00	9.52	....	2,311.52	3,040.59	43	
Dwight	2	8,966.90	2,000.00	1,000.00	360.00	10.74	....	3,370.74	5,596.16	38	
Earlville	3	3,057.67	1,400.00	80.00	219.00	5.60	....	1,704.60	1,353.07	56	
East St. Louis	2	16,617.64	2,500.00	1,770.67	720.00	59.28	6,658.54	11,714.49	4,903.15	70	
Edwardsville	3	5,494.89	1,800.00	213.13	349.34	8.64	....	2,371.11	3,123.78	43	
Effingham	3	5,943.38	1,800.00	300.00	269.50	14.16	....	2,383.66	3,559.72	40	
Eldorado	3	2,074.90	1,100.00	100.00	164.00	2.72	....	1,366.72	708.18	66	
Elgin	1	55 971.76	3,200.00	7,233.70	1,715.00	383.87	11,361.25	23,893.82	32,077.94	43	
Elmhurst	3	6,861.71	1,900.00	....	300.00	7.36	....	2,207.36	4,654.35	32	
Elmwood	3	2,976.20	1,400.00	....	216.00	3.28	....	1,619.28	1,356.92	54	
El Paso	3	3,178.49	1,400.00	100.00	175.26	2.08	....	1,677.34	1,501.15	53	
Eureka	3	3,438.21	1,500.00	....	294.00	4.08	....	1,798.08	1,640.13	52	
Evanston	2	31,492.79	2,700.00	5,033.28	1,552.18	660.67	10,145.33	20,091.46	11,401.33	64	
Fairbury	3	5,120.05	1,700.00	....	255.92	6.08	....	1,962.00	3,158.05	38	
Fairfield	3	4,488.25	1,600 00	83.24	330.00	4.48	....	2,017.72	2,470.53	45	
Fairmount	3	1,939.03	1,200.00	....	216.20	.40	....	1,416.60	522.43	73	
Farmer City	3	3,552.23	1,500.00	....	316.45	2.32	....	1,818.77	1,733.46	51	
Farmington	3	2,444.19	1,300.00	....	196.00	3.04	....	1,499.04	945.15	61	
Flora	3	4,030.73	1,500.00	100.00	250.00	6.24	....	1,856.24	2,174.49	46	
Forest	3	1,896.92	1,000.00	....	135.00	3.52	....	1,138.52	758.40	60	
Franklin Grove	3	4,966.76	1,700.00	....	348.00	.88	....	2,048.88	2,917.88	41	
Freeport	2	28,935.99	2,800.00	4,208.00	772.10	142.95	6,467.17	14,390.22	14,545.77	50	
Fulton	2	6,971.17	2,000.00	900.00	324.00	24.00	....	3,248.00	3,723.17	47	
Galena	2	9,103.28	2,100.00	1,200.00	....	1.00	....	3,301.00	5,802.28	86	Do.
Galesburg	1	40,077.85	3,000.00	7,000.00	....	453.98	9,119.46	19,573.44	20,504.41	49	Do.
Galva	3	5,473.09	1,800.00	300.00	360.00	4.32	....	2,464.32	3,008.77	45	
Gardner	3	1,808.91	1,000.00	....	97.78	.72	....	1,098.50	710.41	61	
Geneseo	3	6,948.17	1,900.00	50.00	410.00	6.40	....	2,366.40	4,581.77	34	
Geneva	3	3,651.91	1,500.00	....	202.88	7.04	....	1,709.92	1,941.99	47	
Gibson City	3	4,654.56	1,600.00	50.00	331.00	3.84	....	1,984.84	2,669.72	43	
Gilman	3	2,719 13	1,100.00	153.10	106.80	2.88	....	1,362.78	1,356.35	50	
Girard	3	2,928.41	1,400.00	....	221.00	2.64	....	1,623.64	1,304.77	55	
Golconda	3	2,126.20	1,000.00	60.00	144.00	2.72	....	1,206.72	919.48	57	
Grayville	3	2,939.56	1,300.00	....	166.49	4.24	....	1,470.73	1,468.83	50	
Greenfield	3	2,348.73	1,100.00	150.00	129.55	2.64	....	1,382.19	966.54	59	
Greenville	3	5,868.69	1,700.00	100.00	353.00	9.52	....	2,162.52	3,706.17	37	
Griggsville	3	2,696.90	1,300.00	30.00	227.99	1.68	....	1,559.67	1,137.23	58	
Hamilton	3	2,049.27	1,200.00	....	195.50	2.56	....	1,398.06	651.21	68	
Harrisburg	3	2,774.90	1,400.00	100.00	224.25	3.61	....	1,727.86	1,047.04	62	Mail bags 25 cents.
Harvard	3	5,134.49	1,700.00	90.00	258.00	3.68	....	2,051.68	3,082.81	40	
Harvey	3	5,919.31	1,800.00	....	276.00	9.92	....	2,085.92	3,833.39	35	
Havana	3	4,987.16	1,700.00	300.00	331.00	9.52	....	2,340.52	2,646.64	47	
Henry	3	3,581.99	1,500.00	30.00	234.00	5.04	....	1,769.04	1,812.95	49	
Highland	3	6,361.56	1,600.00	....	164.00	2.32	....	1,766.32	4,595.24	28	
Highland Park	3	5,780.23	1,700.00	....	298.80	21.84	....	2,020.64	3,759.59	35	
Highwood	3	2,067.06	1,100.00	....	139.00	2.08	....	1,241.08	825.98	60	

No. 10.—*Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1897*—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
ILLINOIS—continued.											
Hillsboro	3	$4,278.24	$1,600.00		$235.05	$4.56		$1,839.61	$2,438.63	43	
Hinsdale	3	5,626.21	1,700.00		234.51	12.48		1,946.99	3,679.22	35	
Homer	3	2,625.21	1,200.00		198.00	.96		1,398.96	1,226.25	53	
Hoopeston	3	5,708.08	1,700.00	$300.00	202.00	6.56		2,208.56	3,499.52	39	
Hospital	3	456.28	250.00		15.00	1.68		266.68	189.60	58	Presidential Apr. 1, 1897.
Jacksonville	2	23,818.04	2,600.00	3,500.00	775.00	155.94	$5,653.17	12,684.11	11,133.93	53	
Jerseyville	3	7,440.60	1,900.00	300.00	296.48	10.80		2,507.28	4,933.32	34	
Joliet	1	41,513.06	3,000.00	6,470.72	1,500.00	234.06	14,174.06	25,378.84	16,134.22	61	
Kankakee	2	13,958.75	2,400.00	2,100.00	710.00	70.47	4,375.42	9,655.89	4,302.86	69	
Kansas	3	1,955.27	1,000.00		152.60	2.40		1,155.00	800.27	59	
Keithsburg	3	2,553.80	1,200.00		198.00	2.64		1,400.64	1,153.16	55	
Kewanee	2	11,193.02	2,300.00	1,700.00	600.00	14.16		4,614.16	6,578.86	41	
Kinmundy	3	1,949.62	1,000.00		116.00	2.16		1,118.16	831.46	57	
Knoxville	3	3,002.15	1,400.00		122.00	3.84		1,525.84	1,476.31	51	
Lacon	3	3,640.57	1,500.00		174.00	4.24		1,678.24	1,962.33	46	
La Grange	3	7,371.01	1,800.00		228.00	24.88		2,052.88	5,318.13	28	
La Harpe	3	2,744.44	1,200.00		159.11	.88		1,359.99	1,384.45	50	
Lake Forest	3	7,525.04	1,900.00		240.00	12.16		2,152.16	5,372.88	29	
Lanark	3	3,676.51	1,500.00	100.00	238.11	2.80		1,835.91	1,840.60	50	
La Salle	2	10,846.38	2,200.00	1,600.00	575.00		4,383.78	8,758.78	2,087.55	81	
Lawrenceville	3	2,473.13	1,100.00	50.00	224.00	3.92		1,377.92	1,095.21	56	
Lebanon	3	2,288.13	1,100.00		101.80	1.76		1,203.56	1,084.57	53	
Lemont	3	3,664.71	1,700.00		358.00	4.32		2,062.32	1,602.39	56	
Lena	3	2,419.54	1,200.00		223.00	2.08		1,425.08	994.46	59	
Leroy	3	2,850.48	1,300.00	169.83	200.00	3.12		1,672.95	1,177.53	59	
Lewistown	3	3,775.48	1,500.00	150.00	254.00	6.80		1,910.80	1,864.68	51	
Lexington	3	2,438.13	1,300.00		224.00	2.72		1,526.72	911.41	63	
Lincoln	2	12,524.58	2,300.00	1,900.00	750.00	31.09	3,350.44	8,331.53	4,193.05	67	
Litchfield	3	7,385.58	1,900.00	100.00	360.00	17.68		2,377.68	5,007.90	32	
Lockport	3	5,009.20	1,700.00		331.00	6.16		2,037.16	2,972.04	41	
McLeansboro	3	3,318.66	1,400.00	500.00	43.00	6.17		1,949.17	1,369.49	59	Mail bags 25 cents.
Macomb	2	9,095.18	2,100.00	1,300.00	400.00	69.94		3,869.94	5,225.24	43	
Marengo	3	4,249.71	1,600.00		234.75	5.28		1,840.03	2,409.68	43	
Marion	3	3,116.45	1,300.00	150.00	161.85	5.68		1,617.53	1,498.92	52	
Marox	3	2,316.37	1,100.00		165.00	.88		1,265.88	1,050.49	55	
Marseilles	3	4,144.56	1,600.00		330.86	5.12		1,935.98	2,208.58	47	
Marshall	3	3,865.13	1,500.00	400.00	234.00	8.96		2,142.96	1,722.17	55	
Mason City	3	3,571.80	1,500.00		286.50	2.24		1,788.74	1,788.06	50	
Mattoon	2	12,674.78	2,400.00	1,910.68	750.00	32.56	3,587.31	8,680.55	3,994.23	68	
Maywood	2	6,943.04	2,200.00	1,100.00	380.00	21.47		3,701.47	3,241.57	53	
Mendota	2	7,941.98	2,000.00	1,200.00	359.16	22.58		3,581.74	4,360.24	45	

Metropolis City	3	3,924.86	1,500.00	49.92	283.67	7.20		1,840.79	2,084.07	47	
Milford	3	2,574.13	1,200.00		131.25	1.12		1,332.37	1,241.76	53	
Minonk	3	4,960.06	1,600.00	100.00	213.69	2.88		2,016.57	2,943.49	41	
Moline	2	28,029.72	2,700.00	3,800.00	1,325.00	39.10	6,251.40	14,115.50	13,914.22	50	
Momence	3	3,386.32	1,400.00		319.50	3.60		1,623.10	1,763.22	48	
Monmouth	2	16,342.94	2,500.00	2,174.73	372.00	3.68	3,500.14	8,550.55	7,792.39	52	
Monticello	3	4,943.79	1,700.00	100.00	253.25	5.60		2,058.85	2,884.94	42	
Morgan Park	3	6,470.90	1,700.00		346.00	10.72		2,056.72	4,414.18	32	
Morris	3	6,306.47	1,800.00		300.00	8.96		2,108.96	4,197.51	33	
Morrison	3	5,749.12	1,700.00	50.00	358.00	5.20		2,113.20	3,635.92	37	
Mound City	3	2,707.01	1,200.00		205.00	5.04		1,410.04	1,296.97	52	
Mount Carmel	3	4,625.00	1,600.00	300.00	236.00	12.24		2,148.24	2,476.76	46	
Mount Carroll	3	4,428.62	1,600.00	200.00	236.00	6.08		2,042.08	2,386.54	46	
Mount Morris	3	4,598.93	1,600.00		327.90			1,927.90	2,671.03	42	
Mount Olive	3	2,338.10	1,100.00		169.76	1.28		1,271.04	1,067.06	54	
Mount Pulaski	3	3,284.89	1,500.00		197.84	2.80		1,700.64	1,584.25	52	
Mount Sterling	3	3,844.34	1,500.00	200.00	252.00	4.56		1,956.56	1,887.78	51	
Mount Vernon	3	8,251.06	1,900.00	1,200.00	420.00	16.16		3,536.16	4,714.90	43	
Moweaqua	3	2,314.92	1,000.00		100.00	1.44		1,101.44	1,213.48	48	
Murphysboro	3	6,314.03	1,700.00	200.00	160.08	15.04		2,075.12	4,238.91	33	
Naperville	3	6,781.21	1,900.00	30.00	349.98	8.80		2,288.78	4,492.43	34	
Nashville	3	3,414.00	1,400.00	200.00	276.00	3.36		1,879.36	1,534.64	55	
National Stock Yards	2	14,374.70	2,300.00	1,600.00		30.87		3,930.87	10,443.83	27	
Neogo	3	2,185.86	1,100.00	150.00	130.72	1.44		1,382.16	803.70	63	
Newman	3	2,740.99	1,300.00		124.50	1.68		1,426.18	1,314.81	52	
Newton	3	3,268.79	1,300.00	150.00	122.97	2.72		1,575.69	1,693.10	48	
Nokomis	3	3,066.86	1,400.00		250.00	2.96		1,652.96	1,413.90	54	
Normal	2	7,409.73	2,000.00	900.00	376.00	25.52		3,301.52	4,108.21	45	
Oakland	3	2,386.07	1,300.00		240.51	2.40		1,542.91	843.16	65	
Oak Park	2	26,917.87	2,900.00	3,216.57	925.83	104.04	6,810.52	13,958.96	12,958.91	52	
Odell	3	2,908.82	1,300.00		245.00	2.08		1,547.08	1,361.74	53	
Olney	3	6,029.90	1,800.00	350.00	359.80	12.32		2,522.12	3,507.78	42	
Onarga	3	3,053.29	1,400.00		222.00	4.24		1,626.24	1,427.05	53	
Oregon	3	3,758.79	1,500.00	70.00	294.00	4.16		1,868.16	1,890.63	50	
Ottawa	2	17,356.04	2,500.00	2,500.00	789.86	92.91	5,834.87	11,717.64	5,638.40	68	
Pana	3	7,299.50	1,900.00	250.00	420.00	16.24		2,586.24	4,713.26	35	
Paris	2	10,953.69	2,300.00	1,600.00	650.00	83.06	2,264.83	6,897.89	4,055.80	63	
Paxton	3	6,070.92	1,800.00		408.00	6.24		2,214.24	3,856.68	36	
Pecatonica	3	2,120.12	1,100.00		190.00	.96		1,290.96	829.16	61	
Pekin	2	11,272.29	2,300.00	1,800.00	323.56	51.43	3,918.85	8,393.84	2,878.45	74	
Peoria	1	139,729.05	3,400.00	15,501.00		775.14	24,102.28	43,778.42	95,950.63	31	In Government building.
Peru	3	4,355.31	1,600.00		236.00	7.12		1,843.12	2,512.19	42	
Petersburg	3	4,602.65	1,600.00	300.00	239.61	4.72		2,144.33	2,458.32	47	
Pinckneyville	3	3,004.42	1,300.00	40.00	235.93	6.56		1,582.49	1,421.93	53	
Pittsfield	3	5,605.97	1,700.00	400.00	227.25			2,327.25	3,278.72	42	
Plano	3	4,800.35	1,900.00		244.90	2.16		2,147.06	2,653.29	45	
Polo	3	4,933.00	1,600.00	100.00	331.50	3.92		2,035.42	2,897.58	41	
Pontiac	2	10,285.31	2,100.00	1,100.00	460.00	17.04		3,677.04	6,608.27	36	
Princeton	2	8,882.65	2,100.00	1,100.00	305.66	14.54		3,520.20	5,362.45	40	
Quincy	1	69,381.32	3,200.00	11,651.09		437.63	17,219.13	32,507.85	36,873.47	47	Do.
Rantoul	3	2,192.76	1,100.00	131.57	161.09	1.68		1,394.34	798.42	64	
Riverside	3	2,278.43	825.00		98.00			923.00	1,355.43	41	Presidential, Oct. 1, 1896.

No. 10.—*Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1897*—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
ILLINOIS—continued.											
Robinson	3	$2,708.42	$1,300.00	$300.00	$247.61	$5.12		$1,852.73	$855.69	68	
Rochelle	3	4,841.73	1,700.00	30.00	298.00	5.92		2,033.92	2,807.81	42	
Rock Falls	3	4,149.33	1,700.00		274.00	2.72		1,976.72	2,172.61	48	
Rockford	1	63,536.70	3,200.00	10,725.63		227.94	$14,935.13	29,088.70	34,448.00	46	In Government building.
Rock Island	2	30,974.99	2,700.00	4,500.00	609.03	234.62	8,242.06	16,285.71	14,689.28	53	Do.
Roodhouse	3	4,006.42	1,500.00	133.24	249.36	5.68		1,888.28	2,118.14	47	
Roseville	3	1,985.63	1,100.00		165.31	.96		1,266.27	719.36	64	
Rossville	3	2,000.93	1,000.00		163.91	2.24		1,166.15	834.78	58	
Rushville	3	5,127.84	1,700.00	700.00	333.00	5.20		2,738.20	2,389.64	53	
Saint Charles	3	4,108.10	1,500.00		168.75	4.72		1,673.47	2,434.63	41	
Salem	3	3,131.46	1,400.00	80.00	167.27	6.40		1,653.67	1,477.79	53	
Sandwich	3	5,793.87	1,800.00	10.00	214.00	6.56		2,030.56	3,763.31	35	
Savanna	3	4,348.46	1,500.00	300.00	295.05	4.24		2,099.29	2,249.17	48	
Shawneetown	3	2,668.02	1,300.00	80.00	170.00	4.08		1,554.08	1,113.94	58	
Sheffield	3	1,069.18	500.00		76.02	.32		576.34	492.84	54	Presidential, Jan. 1, 1897.
Shelbyville	3	6,075.07	1,800.00	80.00	208.00	11.44		2,099.44	3,975.63	35	
Sheldon	3	3,533.69	1,500.00		199.72	1.20		1,700.92	1,832.77	48	
Sparta	3	4,183.28	1,500.00		210.00	4.72		1,714.72	2,468.56	41	
Springfield	1	68,069.49	3,200.00	11,000.00		551.84	17,822.12	32,573.96	35,495.53	48	In Government building.
Spring Valley	3	3,925.30	1,500.00		232.00	3.92		1,735.92	2,189.38	44	
Staunton	3	2,718.03	1,300.00		189.64	96		1,490.60	1,227.43	55	
Sterling	2	14,850.13	2,500.00	2,163.32	750.00		3,206.53	8,619.85	6,230.28	58	
Streator	2	13,622.19	2,400.00	1,900.00	1,030.00	69.20	6,131.54	11,530.74	2,091.45	85	
Sullivan	3	3,530.50	1,500.00	150.00	232.00	4.32		1,886.32	1,644.18	53	
Sumner	3	2,139.23	1,100.00	12.50	123.00	2.88		1,238.38	900.85	58	
Sycamore	3	6,720.25	1,900.00	158.22	360.00	11.12		2,429.34	4,290.91	36	
Taylorville	3	7,077.76	1,900.00	150.00	360.00	10.40		2,420.40	4,657.36	34	
Tiskilwa	3	1,932.01	1,000.00		155.80	1.36		1,157.16	774.85	60	
Toluca	3	1,904.04	1,000.00		161.23	2.72		1,163.95	740.09	61	
Toulon	3	2,679.54	1,300.00	150.00	169.96	1.60		1,621.56	1,057.98	61	
Tuscola	3	7,236.55	1,900.00	400.00		11.20		2,311.20	4,925.35	32	
Upper Alton	3	2,432.04	1,300.00		198.00	6.40		1,504.40	927.64	62	
Urbana	2	9,242.16	2,200.00	1,300.00	649.98	4.64	2,305.86	6,460.48	2,781.68	70	
Vandalia	3	4,925.20	1,700.00	173.19	308.50	6.48		2,188.17	2,737.03	44	
Vienna	3	2,665.34	1,200.00	88.27	164.00	2.56		1,454.83	1,210.51	55	
Virden	3	3,524.21	1,500.00	100.00	204.00	3.28		1,807.28	1,716.93	51	
Virginia	3	3,118.86	1,400.00	173.19	252.00	2.96		1,828.15	1,290.71	59	
Walnut	3	1,939.29	1,000.00		130.00	.40		1,130.40	808.89	58	
Warren	3	2,722.27	1,300.00	173.19	241.50	2.06		1,717.65	1,004.62	63	
Warsaw	3	3,128.36	1,500.00	200.00	222.20	3.76		1,925.96	1,202.40	62	
Washington	3	2,705.59	1,400.00	200.00	172.00	4.56		1,776.56	929.03	66	

Wenona	3	3,549.54	1,500.00	250.00	253.50	2.72		2,006.22	1,540.12	57	
West Chicago	3	3,096.57	1,400.00	90.00	255.00	4.72		1,749.72	1,346.85	57	
Wheaton	2	8,173.52	2,100.00	1,200.00	236.00	16.40		3,552.40	4,621.12	48	
Whitehall	3	3,834.65	1,500.00	100.00	293.59	5.44		1,899.03	1,935.62	50	
Wilmington	3	2,288.58	1,100.00		160.00	3.76		1,263.76	1,024.82	55	
Winchester	3	3,423.58	1,400.00		219.00	2.80		1,621.80	1,801.78	47	
Windsor	3	2,136.03	1,100.00		150.00	1.92		1,251.92	884.11	59	
Winnetka	3	1,189.94	500.00		65.35	5.28		570.63	619.31	48	Presidential, Jan. 1, 1897
Woodstock	3	4,867.94	1,600.00	40.00	331.00	6.56		1,977.56	2,890.38	41	
Wyoming	3	2,609.95	1,200.00	88.27	185.65	1.36		1,475.28	1,134.67	57	
Yorkville	3	2,753.96	1,300.00	40.00	195.00	3.04		1,538.04	1,215.92	56	
Total		7,147,779.72	426.925	1,158,067.71	131,560.80	52,477.35	1,449,406.88	3,218,437.74	3,929,341.98	45	
INDIANA.											
Albany	3	1,548.77	600.00		81.00	2.72		683.72	865.05	44	Presidential, Jan. 1, 1897.
Albion	3	2,700.37	1,300.00	187.50	120.00	3.44		1,610.94	1,089.43	60	
Alexandria	3	7,211.03	1,900.00		316.00	20.56		2,236.56	4,974.47	81	
Anderson	2	23,256.69	2,700.00	3,103.01	400.00	109.73	8,280.09	14,592.83	8,663.86	63	
Angola	3	5,293.80	1,600.00	183.24	206.00	6.16		1,995.40	3,298.40	38	
Attica	2	18,157.79	2,600.00	2,600.00	624.00	13.12		5,837.12	12,320.67	32	
Auburn	3	5,309.08	1,800.00		360.00	12.72		2,172.72	3,136.36	41	
Aurora	3	4,831.92	1,600.00	300.00	219.50	18.24		2,137.74	2,744.18	44	
Batesville	3	2,125.68	1,200.00	200.00	165.00	5.04		1,570.04	545.64	74	
Bedford	3	6,887.46	1,900.00	250.00	410.00	17.60		2,577.60	4,309.86	37	
Bloomfield	3	2,622.78	1,200.00	50.00	161.34	3.92		1,415.26	1,207.52	54	
Bloomington	2	11,108.80	2,500.00	1,900.00	500.00	36.72	2,063.95	6,800.67	4,308.13	61	
Bluffton	3	8,376.09	1,900.00	400.00	352.00	20.64		2,672.64	5,703.45	32	
Boonville	3	3,250.20	1,400.00	200.00	248.00	5.44		1,853.44	1,396.76	57	
Bourbon	3	3,895.30	1,200.00		168.00	1.44		1,369.44	2,525.86	35	
Brazil	2	10,333.26	2,000.00	1,030.00	74.72	40.52		3,115.24	7,218.02	30	
Brookville	3	3,082.51	1,400.00	200.00	217.92	9.36		1,827.28	1,255.23	59	
Butler	3	3,906.84	1,500.00	86.59	284.00	6.08		1,876.67	2,030.17	48	
Cambridge City	3	3,109.11	1,400.00	243.00	122.75	9.52		1,775.27	1,333.84	57	
Cannelton	3	2,157.03	1,100.00	120.00	115.80	3.44		1,339.24	817.79	62	
Clay City	3	1,977.20	1,000.00	30.00	140.00	3.84		1,173.84	803.36	59	
Clinton	3	2,487.07	1,200.00		172.40	8.76		1,376.16	1,110.91	55	
Columbia City	3	5,924.15	1,700.00	300.00	250.00	11.36		2,261.36	3,662.79	38	
Columbus	2	12,900.96	2,400.00	2,100.00	725.00	26.02	4,578.51	9,829.53	3,071.43	76	
Connersville	2	9,472.55	2,300.00	1,600.00	560.00		2,624.74	7,084.74	2,387.81	75	
Converse	3	1,860.11	1,000.00		152.00	1.76		1,153.76	706.35	62	
Corydon	3	2,668.94	1,100.00	400.00	92.30	3.44		1,595.74	1,073.20	60	
Covington	3	3,207.08	1,400.00	150.00	176.76	8.80		1,735.56	1,471.52	54	
Crawfordsville	2	14,915.23	2,500.00	2,300.00	450.00	92.29	3,338.77	8,681.06	6,234.17	58	
Crown Point	3	3,547.51	1,400.00	150.00	250.00	7.04		1,807.04	1,740.47	51	
Danville	3	4,411.14	1,600.00	100.00	250.00	8.72		1,958.72	2,452.42	44	
Decatur	3	5,233.22	1,700.00	200.00	345.00	12.64		2,257.64	2,975.58	43	
Delphi	3	4,929.06	1,600.00	50.00	256.00	15.92		1,921.92	3,007.14	39	

No. 10.—*Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1897*—Continued.

Office.	Class.	Gross Receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
INDIANA—continued.											
Dunkirk	3	$3,873.54	$1,500.00	.....	$253.67	$9.04	.....	$1,762.71	$2,110.83	46	
East Chicago	3	2,565.29	1,300.00	.....	198.00	3.76	.....	1,501.76	1,063.53	59	
Edinburg	3	2,878.37	1,300.00	$200.00	194.00	6.48	.....	1,700.48	1,177.89	59	
Elkhart	1	54,145.13	3,100.00	6,626.12	1,199.00	189.96	$6,605.79	17,720.87	36,424.26	33	
Elwood	2	9,703.49	2,200.00	1,474.73	300.00	39.83	.....	4,014.56	5,688.93	41	
Evansville	1	76,229.24	3,200.00	12,434.00	.....	523.86	24,074.17	40,232.03	35,997.21	53	In Government building.
Fairmount	3	3,060.32	1,400.00	.....	188.00	4.72	.....	1,592.72	1,467.60	52	
Fort Wayne	1	74,166.24	3,200.00	12,168.00	.....	724.82	16,306.75	32,399.57	41,766.67	44	Do.
Fowler	3	3,119.61	1,400.00	.....	199.56	5.28	.....	1,604.84	1,514.77	51	
Frankfort	2	11,992.12	2,300.00	1,800.00	542.00	66.39	3,381.75	8,090.14	3,901.98	67	
Franklin	3	6,507.45	1,800.00	500.00	360.00	20.08	.....	2,680.08	3,827.37	41	
Frankton	3	1,894.73	1,100.00	.....	58.00	4.18	.....	1,162.18	732.55	61	Mail bags, 10 cents.
Garrett	3	3,079.55	1,400.00	.....	168.00	6.16	.....	1,574.16	1,505.39	51	
Gas City	3	3,811.91	1,500.00	.....	255.00	11.14	.....	1,766.14	2,045.77	46	
Geneva	3	2,218.23	1,100.00	.....	167.00	4.16	.....	1,271.16	947.07	57	
Goodland	3	2,800.11	1,300.00	165.00	157.00	2.32	.....	1,624.32	1,175.79	58	
Goshen	2	17,494.27	2,500.00	2,596.00	496.45	88.87	4,490.89	10,172.21	7,322.06	58	
Greencastle	2	8,863.85	2,200.00	1,400.00	334.00	45.10	.....	3,979.10	4,884.75	45	
Greenfield	3	6,748.82	1,900.00	.....	230.00	18.72	.....	2,148.72	4,600.10	32	
Greensburg	2	7,326.16	2,000.00	900.00	403.33	41.39	.....	3,344.72	3,981.44	46	
Hammond	2	11,811.85	2,300.00	1,600.00	600.00	5.70	2,019.20	6,524.90	5,286.95	55	
Hartford City	3	7,097.38	1,900.00	300.00	183.00	19.36	.....	2,402.36	4,695.02	34	
Huntingburg	3	2,727.45	1,300.00	300.00	199.00	4.40	.....	1,803.40	924.05	66	
Huntington	2	11,319.55	2,200.00	1,400.00	520.00	38.12	3,504.76	7,662.88	3,656.67	68	
Indiana Mineral Sp'gs.	3	766.12	1,100.00	.....	100.00	1.04	.....	1,201.04	.....	157	$434.92 deficit.
Indianapolis	1	366,440.72	3,800.00	60,556.37	1,200.00	4,537.83	80,373.52	150,467.72	215,973.00	41	In Government building.
Jasper	3	2,087.11	1,000.00	216.54	115.71	2.88	.....	1,335.13	751.98	64	
Jeffersonville	2	9,896.77	2,100.00	1,300.00	357.28	54.31	2,629.62	6,441.21	3,455.56	65	
Jonesboro	3	2,160.78	1,200.00	80.00	146.00	4.40	.....	1,430.40	730.38	66	
Kendallville	3	6,932.15	1,900.00	200.00	275.88	13.60	.....	2,389.48	4,542.67	34	
Kentland	3	2,721.07	1,300.00	.....	198.00	2.96	.....	1,500.96	1,220.11	55	
Knightstown	3	4,282.35	1,600.00	89.95	258.00	10.64	.....	1,958.59	2,323.76	46	
Knox	3	2,350.79	1,000.00	.....	163.00	4.16	.....	1,167.16	1,183.63	50	
Kokomo	2	15,953.08	2,400.00	2,100.00	700.00	66.16	4,782.30	10,048.46	5,904.62	63	
Ladoga	3	1,985.93	1,000.00	80.00	148.00	3.20	.....	1,227.20	758.73	62	
Lafayette	1	38,956.86	3,000.00	6,730.27	.....	272.61	11,002.34	21,905.22	17,051.64	56	Do.
Lagrange	3	3,732.20	1,500.00	.....	304.00	4.64	.....	1,808.64	1,923.56	48	
Laporte	2	14,373.44	2,400.00	2,000.00	800.00	54.97	4,378.66	9,633.63	4,739.81	67	
Lawrenceburg	3	5,083.24	1,700.00	300.00	158.65	21.44	.....	2,180.09	2,903.15	43	
Lebanon	3	6,859.64	1,800.00	80.00	365.15	17.76	.....	2,262.91	4,596.73	33	
Liberty	3	3,320.17	1,500.00	150.00	300.58	7.25	.....	1,957.81	1,362.36	59	

.....	3	4,400.80	1,600.00	60.00	331.00	6.56	.....	1,997.56	2,403.24	45	
.....	3	2,127.80	1,100.00	.....	128.00	2.32	.....	1,230.32	897.48	58	
.....	2	23,603.72	2,700.00	3,100.00	1,000.00	161.03	7,890.30	14,851.33	8,752.39	63	
.....	2	9,921.54	2,200.00	1,800.00	482.95	33.33	3,341.56	7,857.84	2,063.70	79	
.....	2	23,485.64	2,600.00	3,119.92	700.00	105.71	8,322.02	14,847.65	8,637.99	63	
.....	3	4,588.53	1,600.00	200.00	264.00	17.72	.....	2,081.72	2,506.81	45	Mail bags, 20 cents.
...f	2	10,969.84	2,200.00	1,600.00	549.92	28.52	3,514.39	7,892.83	3,077.01	72	
...n	3	2,137.14	1,100.00	100.00	103.50	4.56	.....	1,308.06	829.08	61	
...ia	2	8,985.25	2,100.00	1,300.00	360.00	24.86	.....	3,784.86	5,203.39	42	
...ll	3	3,640.28	1,400.00	40.00	141.20	7.09	.....	1,588.29	2,051.99	44	Mail bags, 45 cents.
...n	3	2,184.86	1,100.00	.....	166.00	5.20	.....	1,271.20	913.66	58	
Monticello	3	4,506.29	1,600.00	150.00	256.00	8.40	.....	2,014.40	2,491.89	45	
Montpelier	3	5,326.46	1,700.00	.....	197.64	19.68	.....	1,917.32	3,409.14	36	
Mount Vernon	3	6,072.72	1,800.00	223.18	284.00	12.16	.....	2,319.34	3,753.38	38	
Muncie	2	30,316.29	2,800.00	3,998.73	800.00	145.14	7,847.75	15,091.62	15,224.67	50	
Nappanee	3	2,826.68	1,200.00	.....	154.20	1.52	.....	1,355.72	1,470.96	48	
New Albany	2	15,217.20	2,500.00	2,700.00	.....	79.16	8,865.94	14,145.10	1,072.10	93	In Government building.
New Carlisle	3	1,922.65	1,100.00	.....	174.00	1.84	.....	1,275.84	646.81	66	
Newcastle	3	6,216.22	1,800.00	197.50	334.00	18.24	.....	2,349.74	3,866.48	38	
New Harmony	3	2,011.35	1,000.00	.....	139.75	1.92	.....	1,141.67	869.68	57	
Noblesville	3	6,244.96	1,800.00	300.00	380.00	21.28	.....	2,501.28	3,843.68	39	
North Manchester	3	5,366.09	1,600.00	200.00	296.00	12.24	.....	2,108.24	3,257.85	39	
North Vernon	3	4,602.01	1,600.00	300.00	250.00	12.40	.....	2,162.40	2,439.61	47	
Notre Dame	3	7,454.40	1,800.00	.....	255.00	9.76	.....	2,064.76	5,389.64	28	
Oakland City	3	2,784.92	1,300.00	150.00	136.00	5.52	.....	1,591.52	1,143.40	58	
Orleans	3	1,979.84	1,000.00	50.00	136.40	3.28	.....	1,189.68	790.16	60	
Pendleton	3	2,025.28	1,000.00	.....	148.00	3.12	.....	1,151.12	874.16	57	
Peru	2	11,596.08	2,300.00	1,700.00	700.00	62.36	3,518.92	8,281.28	3,314.80	71	
Petersburg	3	2,901.36	1,300.00	200.00	170.00	4.40	.....	1,674.40	1,226.96	58	
Plainfield	3	2,280.22	1,200.00	.....	108.00	4.00	.....	1,312.00	968.22	58	
Plymouth	2	7,481.25	2,000.00	957.82	415.00	34.76	.....	3,407.58	4,073.67	46	
Portland	3	7,109.84	1,800.00	300.00	342.00	20.40	.....	2,462.40	4,647.44	35	
Princeton	2	9,143.32	2,000.00	1,000.00	438.19	32.56	.....	3,470.75	5,672.57	38	
Redkey	3	2,685.54	1,300.00	40.00	190.00	6.00	.....	1,536.00	1,149.54	57	
Remington	3	2,639.96	1,300.00	.....	152.00	1.52	.....	1,453.52	1,186.44	55	
Rensselaer	3	4,526.26	1,600.00	100.00	296.00	9.36	.....	2,005.36	2,520.90	44	
Richmond	1	37,005.94	3,000.00	6,000.00	1,500.00	187.84	10,051.55	20,739.39	16,266.55	56	
Ridgeville	3	5,172.27	1,400.00	20.00	118.00	5.12	.....	1,543.12	3,629.15	30	
Rising Sun	3	2,112.16	1,000.00	200.00	135.00	2.94	.....	1,337.94	774.22	63	Mail bags, 30 cents.
Rochester	3	5,755.61	1,700.00	60.00	334.96	11.84	.....	2,106.80	3,648.81	37	
Rockport	3	3,673.16	1,500.00	200.00	254.00	4.32	.....	1,958.32	1,714.84	53	
Rockville	3	3,557.04	1,400.00	200.00	242.00	7.04	.....	1,849.04	1,708.00	52	
Rushville	3	7,632.25	1,900.00	250.00	418.20	30.96	.....	2,599.16	5,033.09	34	
Salem	3	3,104.95	1,400.00	200.00	250.00	7.04	.....	1,857.04	1,247.91	60	
Seymour	2	8,533.82	2,000.00	1,000.00	500.00	29.57	.....	3,529.57	5,004.25	41	
Shelbyville	2	11,597.48	2,400.00	1,900.00	498.12	35.10	2,630.53	7,463.75	4,133.73	64	
Sheridan	3	2,162.55	1,000.00	.....	140.84	25.12	.....	1,165.96	996.59	54	
South Bend	1	56,668.35	3,200.00	9,344.00	1,700.00	429.09	13,876.01	28,549.10	28,119.25	50	
Spencer	3	2,787.32	1,400.00	200.00	227.00	9.92	.....	1,836.92	950.40	66	
Sullivan	3	4,461.22	1,600.00	150.00	216.82	9.28	.....	1,976.10	2,485.12	44	
Summitville	3	2,067.33	1,000.00	.....	83.75	2.48	.....	1,086.23	981.10	53	
Tell City	3	2,617.66	1,200.00	100.00	140.00	3.92	.....	1,443.92	1,173.74	55	

No. 10.—*Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1897*—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
INDIANA—continued.											
Terre Haute	1	$65,194.34	$3,200.00	$10,668.25	.....	$581.13	$16,616.12	$31,065.50	$34,128.84	48	In Government building.
Thorntown	3	2,716.89	1,300.00	.....	$155.00	4.72	.....	1,459.72	1,257.17	54	
Tipton	3	5,035.15	1,600.00	129.89	279.10	17.12	.....	2,026.11	3,009.04	40	
Union City	3	6,317.25	1,900.00	250.00	360.00	21.28	.....	2,531.28	3,785.97	40	
Valparaiso	2	15,671.97	2,500.00	2,116.30	550.00	48.41	3,715.26	8,929.97	6,742.00	57	
Veedersburg	3	2,047.45	1,100.00	200.00	151.05	2.56	.....	1,453.61	593.84	71	
Vevay	3	2,378.99	1,200.00	400.00	222.99	3.44	.....	1,826.43	552.56	77	
Vincennes	2	14,867.22	2,400.00	2,286.67	600.00	93.98	4,010.44	9,391.09	5,476.13	63	
Wabash	2	12,290.98	2,300.00	1,800.00	450.00	48.67	2,759.23	7,357.90	4,933.08	60	
Walkerton	3	1,343.66	750.00	.....	60.40	1.68	.....	812.08	531.58	60	Presidential, Oct. 1, 1896.
Warren	3	1,185.53	550.00	.....	66.90	2.16	.....	619.06	566.47	52	Presidential, Jan. 1, 1897.
Warsaw	3	7,360.72	1,900.00	400.00	460.00	24.88	.....	2,784.88	4,575.84	38	
Washington	2	9,112.63	2,200.00	1,400.00	100.00	31.84	.....	3,731.84	5,380.79	41	
Waterloo	3	1,929.17	1,100.00	.....	143.06	3.60	.....	1,246.66	682.51	65	
Whiting	3	2,971.87	1,300.00	.....	197.30	5.12	.....	1,502.42	1,469.45	51	
Williamsport	3	2,074.95	1,000.00	.....	164.00	4.64	.....	1,168.64	906.31	56	
Winamac	3	3,508.49	1,400.00	.....	148.00	4.16	.....	1,552.16	1,956.33	44	
Winchester	3	5,682.83	1,700.00	240.00	47.00	17.44	.....	2,004.44	3,678.39	35	
Worthington	3	2,882.78	1,300.00	250.00	211.00	4.96	.....	1,765.96	1,116.82	61	
Total	.....	1,600,890.38	247,100.00	200,002.58	43,359.94	10,157.01	282,295.83	782,915.36	817,975.02	49	
INDIAN TERRITORY.											
Ardmore	2	7,860.96	2,000.00	1,099.49	298.55	14.73	.....	3,412.77	4,448.19	43	
Chickasha	3	1,980.91	900.00	25.00	.....	2.80	.....	927.80	1,053.11	47	Presidential, Oct. 1, 1896.
Claremore	3	2,189.25	1,100.00	40.00	167.00	.80	.....	1,307.80	881.45	60	
Muscogee	3	6,595.39	1,800.00	400.00	256.00	11.92	.....	2,467.92	4,127.47	37	
Pauls Valley	3	1,584.22	750.00	200.00	120.00	2.00	.....	1,072.00	512.22	68	Do.
Purcell	3	3,844.87	1,600.00	600.00	55.80	4.96	.....	2,260.76	1,584.11	59	
South McAlester	3	5,295.75	1,500.00	200.00	300.00	11.36	.....	2,011.36	3,284.39	38	
Tahlequah	3	2,032.32	1,200.00	100.00	131.95	5.52	.....	1,437.47	1,194.85	55	
Vinita	3	5,743.71	1,700.00	350.00	217.40	10.24	.....	2,277.64	3,466.07	40	
Wagoner	3	3,234.47	1,300.00	149.90	14.75	4.00	.....	1,468.74	1,765.73	45	
Wynnewood	3	947.59	500.00	.....	26.00	.88	.....	526.88	420.71	56	Presidential, Jan. 1, 1897.
Total	.....	41,909.44	14,350	3,164.48	1,587.45	69.21	.....	19,171.14	22,738.30	46	
IOWA.											
Ackley	3	3,285.33	1,400.00	15.00	244.00	3.20	.....	1,662.20	1,623.13	51	
Adair	3	2,203.35	1,100.00	40.00	100.00	1.20	.....	1,331.20	872.15	60	

Adel	3	2,866.21	1,300.00		196.00	1.44		1,497.44	1,368.77	52	
Afton	3	2,373.85	1,200.00		164.75	2.72		1,367.47	1,006.38	58	
Akron	3	2,065.92	1,100.00		154.00	1.28		1,255.28	810.64	61	
Albia	3	4,855.85	1,600.00	300.00	184.00	6.00		2,090.00	2,765.85	43	
Algona	3	5,930.59	1,800.00	393.00	360.00	6.64		2,559.64	3,379.95	43	
Alta	3	2,146.65	1,200.00	129.89	223.00	.64		1,553.53	593.12	72	
Alton	3	2,137.51	1,100.00		120.25	.80		1,221.05	916.46	57	
Ames	3	6,315.07	1,900.00	150.00	360.00	5.52		2,415.52	3,899.55	38	
Anamosa	3	5,243.53	1,700.00	200.00	333.00	3.52		2,236.52	3,007.01	43	
Anita	3	2,726.29	1,400.00		190.00	1.28		1,591.28	1,135.01	58	
Armstrong	3	2,073.95	1,100.00	22.50	149.90			1,272.40	801.55	61	
Atlantic	2	8,621.97	2,100.00	1,400.00	630.00	.25	2,519.90	6,650.15	1,971.82	77	
Audubon	3	3,964.67	1,500.00	200.00	254.00	2.72		1,956.72	2,007.95	49	
Avoca	3	3,147.52	1,400.00	200.00	277.00	2.88		1,879.88	1,267.64	60	
Bancroft	3	2,139.05	1,100.00	25.00	190.00	.48		1,315.48	823.57	61	
Bedford	3	4,294.02	1,600.00	40.00	236.00	5.12		1,881.12	2,412.90	44	
Belle Plaine	3	4,129.75	1,600.00	171.51	296.00	3.04		2,070.55	2,059.20	50	
Bellevue	3	2,487.57	1,200.00	193.30	166.00	2.00		1,561.30	926.27	63	
Belmond	3	3,113.35	1,400.00		174.39	2.08		1,576.47	1,536.88	51	
Bloomfield	3	4,288.86	1,500.00	40.00	228.98	5.28		1,774.26	2,514.60	41	
Bonaparte	3	1,962.97	1,100.00		166.00	1.28		1,267.28	695.69	65	
Boone	2	11,103.52	2,200.00	1,600.00	600.00	22.58		4,422.58	6,680.94	40	
Britt	3	3,719.24	1,500.00	100.00	136.66	2.56		1,739.22	1,980.02	47	
Brooklyn	3	2,725.99	1,300.00		247.86	1.44		1,549.30	1,176.69	57	
Buffalo Center	3	1,927.98	750.00		94.50	.40		844.90	1,083.08	44	Presidential, Oct. 1, 1896.
Burlington	1	46,682.73	3,100.00	8,100.00		370.59	11,814.97	23,385.56	23,297.17	50	In Government building.
Carroll	2	6,786.29	2,000.00	1,000.00	460.00	14.16		3,474.16	3,312.13	51	
Cedar Falls	2	11,720.01	2,300.00	1,700.00	500.00	18.32	2,823.38	7,341.70	4,378.31	63	
Cedar Rapids	1	62,494.86	3,200.00	9,277.18		323.00	10,866.64	23,666.82	38,828.04	38	Do.
Centerville	3	7,852.40	1,900.00	300.00	460.00	14.40		2,674.40	5,178.00	34	
Chariton	3	6,652.71	1,800.00	400.00	380.00	8.08		2,588.08	4,064.63	39	
Charles City	2	8,429.58	2,000.00	900.00	425.00	22.09		3,347.09	5,082.49	40	
Charter Oak	3	2,501.60	1,200.00		163.99	1.28		1,365.27	1,136.33	55	
Cherokee	3	7,354.53	1,900.00	100.00	460.00	6.72		2,466.72	4,887.81	34	
Clarinda	3	7,469.07	1,900.00	80.00	460.00	8.64		2,448.64	5,020.43	33	
Clarion	3	3,169.73	1,400.00		218.21	.88		1,619.09	1,550.64	51	
Clarksville	3	2,315.20	1,100.00		166.00	.48		1,266.48	1,048.72	55	
Clear Lake	3	3,809.61	1,500.00	75.00	254.00	4.00		1,833.00	1,976.61	48	
Clinton	2	25,045.41	2,700.00	3,401.98	1,000.00	48.09	8,757.49	15,907.56	9,137.85	64	
Colfax	3	3,513.96	1,500.00		230.10	3.68		1,733.78	1,780.18	49	
Columbus Junction	3	2,560.47	1,200.00	200.00	223.00	1.76		1,624.76	935.71	63	
Coon Rapids	3	2,290.66	1,100.00	171.45	186.82	1.36		1,459.63	831.03	64	
Corning	3	5,347.77	1,700.00	200.00	228.72	5.68		2,134.40	3,213.37	40	
Correctionville	3	2,240.68	1,100.00		196.00	.88		1,296.88	943.80	58	
Corydon	3	2,770.79	1,200.00		123.00	3.44		1,326.44	1,444.35	48	
Council Bluffs	1	45,926.93	3,100.00	8,849.73		236.67	12,228.51	24,414.91	21,512.02	53	Do.
Cresco	3	5,333.94	1,700.00	120.00	240.00	3.20		2,063.20	3,270.74	39	
Creston	2	12,079.34	2,400.00	1,900.00	800.00	19.25	3,687.33	8,806.58	3,272.76	73	
Davenport	1	60,604.78	3,200.00	8,124.00	414.13	366.02	14,422.68	26,526.83	34,077.95	44	Do.
Decorah	2	14,676.00	2,400.00	2,000.00	550.00	9.27	1,748.91	6,708.18	7,967.82	46	
Denison	3	5,672.63	1,800.00	300.00	300.00	4.56		2,404.56	3,268.07	42	
Des Moines	1	207,952.28	3,600.00	35,152.65	1,066.30	728.59	32,084.89	72,631.83	135,320.45	35	Do.

No. 10.—*Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1897*—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
IOWA—continued.											
Dewitt	3	$3,084.17	$1,400.00	.....	$172.00	$2.56	.....	$1,574.56	$1,509.61	51	
Dexter	3	1,014.37	500.00	.....	65.20	.16	.....	565.36	449.01	56	Presidential, Jan. 1, 1897.
Dows	3	2,272.53	1,100.00	$50.00	195.00	.96	.....	1,345.96	926.57	59	
Dubuque	1	64,905.42	3,200.00	10,900.00	.....	328.74	$17,523.76	31,952.50	33,042.92	49	In Government building.
Dunlap	3	3,090.84	1,400.00	.....	267.85	2.80	.....	1,670.65	1,420.19	54	
Dyersville	3	2,520.91	1,100.00	141.62	109.60	3.12	.....	1,354.34	1,166.57	54	
Dysart	3	1,876.09	1,000.00	.....	154.40	.48	.....	1,154.88	721.21	62	
Eaglegrove	3	5,312.74	1,700.00	80.00	322.00	6.64	.....	2,108.64	3,204.10	40	
Eldon	3	2,312.81	1,100.00	150.00	176.00	3.12	.....	1,429.12	883.69	62	
Eldora	3	6,085.79	1,800.00	100.00	360.00	4.96	.....	2,264.96	3,820.83	37	
Elkader	3	2,685.82	1,200.00	243.00	199.00	1.44	.....	1,643.44	1,042.38	61	
Elma	3	496.45	250.00	5.03	28.00	.24	.....	283.27	213.18	57	Presidential, Apr. 1, 1897.
Emmetsburg	3	6,028.23	1,800.00	.....	335.00	5.60	.....	2,140.60	3,887.63	36	
Estherville	3	4,860.61	1,600.00	200.00	326.00	3.52	.....	2,129.52	2,731.09	44	
Exira	3	1,811.72	1,000.00	.....	161.85	.96	.....	1,162.81	648.91	64	
Fairfield	2	9,239.72	2,200.00	1,400.00	800.00	13.98	.....	4,213.98	5,025.74	46	
Farmington	3	2,166.96	1,100.00	88.27	160.00	2.32	.....	1,350.59	816.37	62	
Fayette	3	2,601.55	1,200.00	200.00	223.00	1.20	.....	1,624.20	977.35	62	
Fonda	3	2,701.57	1,300.00	200.00	199.07	1.36	.....	1,700.43	1,001.14	63	
Forest City	3	4,298.23	1,600.00	100.00	281.00	4.08	.....	1,985.08	2,313.15	46	
Fort Dodge	2	15,874.78	2,400.00	2,000.00	.....	60.19	2,627.23	7,087.42	8,787.36	45	In Government building.
Fort Madison	2	10,795.31	2,300.00	1,600.00	800.00	99.55	4,418.24	9,217.79	1,577.52	85	
Garner	3	3,394.50	1,400.00	20.00	198.33	2.16	.....	1,620.49	1,774.01	48	
Gladbrook	3	1,942.74	1,000.00	.....	136.85	.80	.....	1,137.65	805.09	59	
Glenwood	3	4,754.39	1,600.00	.....	256.00	5.52	.....	1,861.52	2,892.87	39	
Grand Junction	3	2,346.27	1,100.00	.....	119.77	3.04	.....	1,222.81	1,123.46	52	
Greene	3	2,552.41	1,200.00	.....	205.00	.56	.....	1,405.56	1,146.85	55	
Greenfield	3	3,238.42	1,400.00	60.00	210.00	1.76	.....	1,671.76	1,566.66	52	
Grinnell	2	11,450.86	2,200.00	1,400.00	400.00	12.27	.....	4,012.27	7,438.59	35	
Griswold	3	2,435.85	1,200.00	.....	173.00	.80	.....	1,373.80	1,062.05	56	
Grundy Center	3	3,562.45	1,500.00	180.00	293.62	.48	.....	1,974.10	1,588.35	55	
Guthrie Center	3	3,512.94	1,400.00	300.00	259.00	1.36	.....	1,960.36	1,552.58	56	
Hamburg	3	4,141.08	1,500.00	300.00	294.00	4.08	.....	2,098.08	2,043.00	51	
Hampton	3	5,514.41	1,700.00	300.00	358.00	2.24	.....	2,360.24	3,174.17	43	
Harlan	3	4,620.59	1,600.00	200.00	331.00	1.84	.....	2,132.84	2,487.75	46	
Hartley	3	2,995.59	1,300.00	.....	230.00	1.04	.....	1,531.04	1,464.55	51	
Hawarden	3	3,578.62	1,500.00	150.00	294.00	4.40	.....	1,948.40	1,630.22	54	
Hedrick	3	463.94	250.00	4.99	41.11	.40	.....	296.50	167.44	64	Presidential, Apr. 1, 1897.
Holstein	3	2,177.24	1,100.00	.....	183.60	.72	.....	1,284.32	892.92	59	
Hull	3	1,953.56	1,000.00	.....	173.80	1.60	.....	1,175.40	778.16	60	
Humboldt	3	4,212.05	1,500.00	40.00	294.00	2.16	.....	1,836.16	2,375.89	44	

Humeston	3	1,184.47	500.00	50.00	55.00	1.28		606.28	578.19	51	Presidential, Jan. 1, 1897.
Ida Grove	3	4,450.99	1,600.00		295.50	3.36		1,898.86	2,552.13	43	
Independence	2	8,795.98	2,000.00	1,200.00	500.00	11.36	1,749.45	5,460.81	3,335.17	62	
Indianola	3	6,152.96	1,700.00	100.00	298.00	4.00		2,102.00	4,050.96	34	
Iowa City	2	22,898.61	2,600.00	3,100.00	1,295.84	175.97	4,292.58	11,464.39	11,434.22	50	
Iowa Falls	3	6,138.25	1,800.00	60.00	397.00	5.36		2,262.36	3,875.89	37	
Ireton	3	1,905.36	1,000.00		124.80	.40		1,125.20	780.16	59	
Jefferson	3	5,572.59	1,700.00		348.33	5.28		2,053.61	3,518.98	37	
Keokuk	1	38,887.45	3,000.00	6,058.43		313.64	6,935.41	16,307.48	22,579.97	42	In Government building.
Keosauqua	3	2,310.12	1,100.00	90.00	156.54	2.80		1,349.34	960.78	58	
Kingsley	3	2,064.21	1,100.00		196.00	.16		1,296.16	768.05	63	
Knoxville	3	5,314.15	1,700.00	700.00	348.00	4.80		2,752.80	2,561.35	52	
Lake City	3	3,861.52	1,600.00	30.00	278.50	2.48		1,910.98	1,950.54	49	
Lake Mills	3	2,240.32	1,000.00	89.94	164.00	.64		1,254.58	985.74	56	
Lamoni	3	3,554.16	1,500.00		204.00	2.16		1,706.16	1,848.00	48	
Lansing	3	2,504.89	1,300.00	176.53	250.00	2.16		1,728.69	776.20	69	
Laporte City	3	2,593.87	1,200.00	10.00	214.30	2.56		1,426.86	1,167.01	55	
Laurens	3	2,113.42	1,100.00		156.60	.72		1,257.32	856.10	60	
Lemars	2	9,918.19	2,200.00	1,500.00	711.60	48.01		4,459.61	5,458.58	45	
Lenox	3	2,471.73	1,200.00		223.00	1.84		1,424.84	1,046.89	58	
Leon	3	3,811.92	1,500.00	171.51	273.67	4.96		1,950.14	1,861.78	51	
Lisbon	3	3,521.85	1,200.00		192.00	.96		1,392.96	2,128.89	40	
Logan	3	3,041.67	1,400.00	50.00	250.00	3.84		1,703.84	1,337.83	56	
Lyons	3	7,639.00	1,800.00		460.00	10.00		2,270.00	5,369.00	30	
McGregor	3	4,764.05	1,600.00	300.00	206.00	3.60		2,109.60	2,654.45	44	
Malvern	3	2,700.69	1,400.00	50.00	172.00	2.00		1,624.00	1,076.69	60	
Manchester	3	6,880.24	1,800.00	550.00	410.00	6.72		2,766.72	4,113.52	40	
Manning	3	2,632.03	1,200.00	40.00	223.00	1.60		1,464.60	1,167.43	56	
Manson	3	2,315.45	1,400.00	76.00	230.00	1.04		1,707.04	608.41	74	
Mapleton	3	2,523.58	1,200.00		223.00	2.56		1,425.56	1,098.02	57	
Maquoketa	3	7,207.34	1,900.00	80.00	360.00	5.84		2,345.84	4,861.50	33	
Marcus	3	2,504.23	1,200.00		168.00	.48		1,368.48	1,135.75	55	
Marengo	3	4,197.30	1,600.00	176.53	310.00	2.40		2,088.93	2,108.37	50	
Marion	3	7,003.75	1,900.00	500.00	360.00	12.16		2,772.16	4,231.59	40	
Marshalltown	2	30,407.36	2,800.00	4,348.00	1,000.00	185.64	6,343.92	14,677.56	15,729.80	48	
Mason City	2	14,638.98	2,400.00	1,899.99	762.46	215.85	2,625.65	7,903.95	6,735.03	54	
Missouri Valley	3	5,017.33	1,700.00	75.00	333.00	7.52		2,115.52	2,901.81	42	
Montezuma	3	2,435.23	1,200.00	18.33	191.73	1.68		1,411.74	1,023.49	58	
Monticello	3	3,810.03	1,500.00	300.00	204.00	3.44		2,007.44	1,832.59	52	
Moulton	3	2,632.74	1,200.00	30.00	177.29	1.44		1,408.73	1,224.01	54	
Mount Ayr	3	3,943.42	1,500.00	100.00	290.62	2.56		1,893.18	2,050.24	48	
Mount Pleasant	2	9,950.71	2,300.00	1,474.73	600.00	15.76	2,639.92	7,030.41	2,920.30	71	
Mount Vernon	3	4,896.00	1,600.00		331.00	3.76		1,934.76	2,961.24	40	
Muscatine	2	20,121.21	2,600.00	3,200.00	986.00	21.83	4,611.78	11,419.61	8,701.60	57	
Mystic	3	1,816.02	1,100.00		174.00	.64		1,274.64	541.38	70	
Nashua	3	3,221.98	1,400.00		272.00	1.36		1,673.36	1,548.62	52	
Neola	3	2,056.12	1,100.00		149.75	1.36		1,251.11	805.01	61	
Nevada	3	4,198.37	1,600.00		294.00	3.44		1,897.44	2,300.93	45	
New Hampton	3	4,005.94	1,500.00	80.00	304.00	3.60		1,887.60	2,118.34	47	
New Sharon	3	2,184.25	1,100.00		166.00	1.12		1,267.12	917.13	58	
Newton	3	8,247.64	1,900.00	250.00	420.00	9.52		2,579.52	5,668.12	31	
Nora Springs	3	2,412.00	1,400.00		184.00	1.44		1,585.44	826.56	66	

No. 10.—*Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1897*—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
IOWA—continued.											
Northwood	3	$2,917.87	$1,300.00	$150.00	$196.48	$1.20		$1,647.68	$1,270.19	56	
Oakland	3	1,534.00	225.00		147.00	.64		972.64	561.36	63	Presidential, Oct. 1, 1896.
Odebolt	3	3,225.92	1,400.00		277.00	1.28		1,678.28	1,547.64	52	
Oelwein	3	3,564.44	1,500.00	50.00	279.00	4.16		1,833.16	1,731.28	51	
Ogden	3	2,160.15	1,200.00	50.00	223.00	1.28		1,474.28	685.87	68	
Onawa	3	3,262.79	1,500.00	120.00	242.00	7.60		1,869.60	1,393.19	57	
Orange City	3	3,407.15	1,400.00	30.00	232.00	1.92		1,663.92	1,743.23	49	
Osage	3	5,935.52	1,800.00	150.00	258.75	3.84		2,212.59	3,722.93	37	
Osceola	3	4,418.63	1,600.00	200.00	256.00	5.76		2,061.76	2,356.87	47	
Oskaloosa	2	16,944.58	2,500.00	2,524.00	675.00	81.24	$4,338.88	10,119.12	6,825.46	60	
Ottumwa	2	32,701.78	2,800.00	4,850.00	214.25	96.77	7,295.41	15,256.43	17,445.35	44	In Government building.
Panora	3	2,437.67	1,200.00		168.00	1.68		1,369.68	1,067.99	56	
Parkersburg	3	2,317.74	1,200.00		232.99	1.36		1,434.35	883.39	62	
Pella	3	4,428.71	1,600.00	25.00	331.00	2.08		1,958.08	2,470.63	44	
Perry	3	6,368.31	1,800.00		360.00	7.12		2,167.12	4,201.19	34	
Pomeroy	3	1,991.23	1,000.00		161.25	.56		1,161.81	829.42	58	
Postville	3	2,177.99	1,100.00	133.24	196.00	2.08		1,431.32	746.67	66	
Prairie City	3	2,046.26	1,000.00		132.85	2.40		1,135.25	911.01	55	
Primghar	3	2,560.12	1,100.00		194.85	1.28		1,296.13	1,263.99	51	
Redoak	2	12,270.89	2,400.00	1,700.00	550.00	10.48		4,660.48	7,610.41	38	
Reinbeck	3	2,345.44	1,200.00		175.75	1.36		1,377.11	968.33	59	
Rockford	3	2,402.91	1,100.00		195.00	1.04		1,296.04	1,106.87	54	
Rock Rapids	3	4,334.59	1,600.00	200.00	284.00	3.36		2,087.36	2,247.23	48	
Rock Valley	3	2,290.61	1,200.00		166.00	.88		1,366.88	923.73	60	
Rockwell City	3	2,709.74	1,300.00	49.70	130.00	.96		1,480.66	1,229.08	55	
Rolfe	3	2,887.52	1,300.00		134.41	1.28		1,435.69	1,451.83	50	
Ruthven	3	2,191.24	1,100.00	100.00	184.32	.72		1,385.04	806.20	63	
Sac City	3	3,932.59	1,500.00	75.00	297.52	2.08		1,874.60	2,107.99	47	
Sanborn	3	2,616.89	1,200.00	50.00	223.00	2.24		1,475.24	1,141.65	56	
Scranton	3	2,068.45	1,100.00		161.50	.72		1,262.22	806.23	61	
Seymour	3	2,507.35	1,100.00		188.90	2.08		1,290.98	1,216.37	51	
Sheldon	3	6,739.77	1,800.00	50.00	343.00	7.36		2,200.36	4,539.41	33	
Shenandoah	3	6,926.79	1,900.00		420.00	6.64		2,326.64	4,600.15	34	
Sibley	3	3,783.10	1,500.00		214.00	2.08		1,716.08	2,067.02	45	
Sidney	3	2,456.34	1,200.00	199.99	197.00	1.52		1,598.51	857.83	65	
Sigourney	3	3,650.48	1,500.00	200.00	194.00	8.44		1,897.44	1,753.04	52	
Sioux City	1	79,996.79	3,300.00	13,600.00	2,197.22	558.46	20,806.06	40,461.74	39,535.05	56	Do.
Sioux Rapids	3	2,416.24	1,200.00	171.50	166.00	1.12		1,538.62	877.62	63	
Spencer	3	6,602.53	1,800.00	450.00	384.96	5.20		2,640.16	3,962.37	40	
Spirit Lake	3	3,332.38	1,400.00	50.00	210.00	1.76		1,661.76	1,670.62	50	
State Center	3	1,952.88	1,000.00	129.89	121.70	1.52		1,253.11	699.77	64	

[illegible]											
Stuart	3	4,230.19	1,600.00	133.24	296.00	3.76	.....	2,033.00	2,197.19	48	
Sumner	3	2,197.04	1,200.00	120.00	198.00	1.92	.....	1,519.92	677.12	69	
Sutherland	3	945.57	500.00	33.24	68.35	.80	.....	602.39	343.18	64	Presidential, Jan. 1, 1897.
Tabor	3	2,543.99	1,200.00	11.65	168.00	1.20	.....	1,380.85	1,163.14	54	
Tama	3	3,897.19	1,500.00	250.00	254.00	5.12	.....	2,009.12	1,888.07	52	
Tipton	3	4,373.15	1,600.00	250.72	258.00	2.96	.....	2,111.68	2,261.47	48	
Toledo	3	5,575.78	1,700.00	.....	358.00	4.16	.....	2,062.16	3,513.62	37	
Traer	3	3,457.65	1,500.00	40.00	254.00	1.52	.....	1,795.52	1,662.13	52	
Villisca	3	4,295.69	1,600.00	150.00	252.00	3.68	.....	2,005.68	2,290.01	47	
Vinton	2	6,412.90	2,000.00	1,200.00	540.00	7.28	.....	3,747.28	2,665.62	58	
Walnut	3	1,652.74	750.00	.....	127.95	.88	.....	878.83	773.91	53	Presidential, Oct. 1, 1896.
Wapello	3	2,589.34	1,200.00	131.56	137.24	1.52	.....	1,470.32	1,119.02	57	
Washington	2	5,165.49	2,100.00	1,100.00	470.00	7.55	.....	3,677.55	4,487.94	45	
Waterloo	2	22,994.64	2,600.00	3,200.00	1,150.00	55.60	4,325.76	11,331.36	11,663.28	49	
Waukon	3	3,932.20	1,500.00	300.00	304.00	3.20	.....	2,107.20	1,825.00	54	
Waverly	3	6,102.74	1,800.00	250.00	380.00	5.52	.....	2,435.52	3,667.22	40	
Webster City	2	10,031.15	2,100.00	1,300.00	360.00	17.52	.....	3,777.52	6,253.63	38	
West Liberty	3	3,953.56	1,500.00	200.00	254.00	2.72	.....	1,956.72	1,996.84	50	
West Union	3	4,649.18	1,600.00	259.78	331.00	2.40	.....	2,193.18	2,456.00	47	
Whatcheer	3	3,454.68	1,500.00	171.51	198.00	.....	.....	1,869.51	1,585.17	54	
Williamsburg	3	1,676.59	750.00	.....	90.00	.48	.....	840.48	836.11	50	Do.
Wilton Junction	3	2,452.06	1,200.00	75.00	198.00	.72	.....	1,473.72	978.34	60	
Winterset	3	5,583.91	1,700.00	400.00	298.00	2.56	.....	2,400.56	3,183.35	43	
Woodbine	3	2,880.23	1,300.00	.....	230.00	2.72	.....	1,532.72	1,347.51	53	
Total	.....	1,611,021.91	330,975.00	169,854.51	62,164.29	5,018.97	191,488.75	759,501.52	851,520.39	47	
KANSAS.											
Abilene	2	8,381.30	2,000.00	1,600.00	400.00	15.24	.....	4,015.24	4,366.06	48	
Alma	3	2,178.30	1,100.00	.....	166.00	3.20	.....	1,269.20	909.10	58	
Anthony	3	3,024.82	1,400.00	50.00	277.00	3.36	.....	1,730.36	1,294.46	57	
Argentine	3	4,434.90	1,500.60	.....	238.50	13.12	.....	1,751.62	2,683.28	40	
Arkansas City	2	9,736.61	2,200.00	1,800.00	517.75	40.96	3,471.78	8,030.49	1,706.12	82	
Atchison	2	29,618.09	2,700.00	4,500.00	.....	83.51	7,447.72	14,731.23	14,886.86	50	In Government building.
Augusta	3	2,011.48	1,000.00	168.14	154.85	2.64	.....	1,325.63	685.85	66	
Baldwin	3	3,018.44	1,300.00	.....	122.40	3.20	.....	1,425.60	1,592.84	47	
Baxter Springs	3	2,761.84	1,400.00	176.53	34.96	2.88	.....	1,614.37	1,147.47	58	
Belleville	3	3,163.92	1,400.00	40.00	232.00	6.16	.....	1,678.16	1,485.76	53	
Beloit	3	5,999.80	1,800.00	846.38	300.00	10.96	.....	2,457.34	3,542.46	41	
Blue Rapids	3	2,357.03	1,200.00	100.00	134.30	3.68	.....	1,437.98	919.05	61	
Burlingame	3	3,479.58	1,500.00	300.00	159.50	3.52	.....	1,963.02	1,516.56	56	
Burlington	3	5,384.07	1,700.00	300.00	234.19	6.48	.....	2,240.67	3,143.40	42	
Caldwell	3	2,968.40	1,400.00	500.00	272.81	3.28	.....	2,176.09	792.31	73	
Cawker City	3	2,068.13	1,100.00	40.00	196.00	1.76	.....	1,337.76	730.37	65	
Chanute	3	6,152.17	1,800.00	259.78	434.50	8.96	.....	2,503.24	3,648.93	41	
Cherokee	3	1,902.29	1,000.00	214.80	174.00	1.76	.....	1,390.56	511.73	73	
Cherryvale	3	3,699.86	1,500.00	178.21	150.00	5.60	.....	1,833.81	1,866.05	50	
Chetopa	3	3,502.61	1,500.00	263.14	182.00	3.84	.....	1,948.98	1,613.63	55	
Clay Center	3	6,834.56	1,900.00	300.00	400.00	9.60	.....	2,609.60	4,224.96	38	

No. 10.—*Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1897*—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
KANSAS—continued.											
Clifton	3	$2,225.48	$1,100.00	.....	$140.00	$1.20	.....	$1,241.20	$984.28	56	
Clyde	3	2,422.05	1,100.00	$200.00	230.00	.96	.....	1,530.96	891.09	63	
Coffeyville	3	8,207.63	1,900.00	300.00	276.00	13.04	.....	2,489.04	5,718.59	30	
Columbus	3	5,478.19	1,700.00	359.78	46.74	7.60	.....	2,114.12	3,364.07	39	
Concordia	3	6,237.57	1,800.00	400.00	300.00	8.04	.....	2,508.64	3,728.93	40	
Cottonwood Falls	3	2,096.28	1,000.00	50.00	174.00	2.40	.....	1,226.40	869.88	59	
Council Grove	3	4,180.36	1,500.00	300.00	199.00	5.84	.....	2,004.84	2,175.52	48	
Dodge City	3	3,408.15	1,500.00	427.94	294.00	4.80	.....	2,226.74	1,181.41	65	
Downs	3	2,579.58	1,100.00	150.00	196.00	2.16	.....	1,448.16	1,131.42	56	
Eldorado	3	5,870.69	1,800.00	500.00	60.00	10.56	.....	2,370.56	3,500.13	40	
Ellis	3	1,924.22	1,100.00	83.24	196.00	.72	.....	1,379.96	544.26	72	
Ellsworth	3	3,533.45	1,400.00	193.14	250.00	1.76	.....	1,844.90	1,688.55	52	
Emporia	2	17,979.80	2,500.00	2,533.13	637.53	86.96	$5,585.29	11,342.91	6,636.89	63	
Erie	3	2,182.50	1,100.00	99.89	171.27	2.40	.....	1,373.56	808.94	63	
Eureka	3	5,050.06	1,700.00	400.00	358.00	4.48	.....	2,462.48	2,587.58	49	
Florence	3	2,313.86	1,100.00	250.00	196.00	3.68	.....	1,549.68	764.18	67	
Fort Leavenworth	3	2,610.67	1,200.00	200.00	.....	6.00	.....	1,406.00	1,204.67	54	In Government building.
Fort Riley	3	1,036.78	500.00	.....	12.00	1.92	.....	513.92	522.86	50	Presidential, Jan. 1, 1897.
Fort Scott	2	16,771.89	2,500.00	2,800.00	.....	51.20	5,270.91	10,622.11	6,149.78	63	In Government building.
Frankfort	3	2,905.01	1,300.00	.....	234.00	2.72	.....	1,536.72	1,368.29	53	
Fredonia	3	3,837.64	1,500.00	300.00	182.12	3.92	.....	1,986.04	1,851.60	52	
Galena	3	6,790.12	1,700.00	.....	258.00	14.16	.....	1,972.16	4,817.96	29	
Garden City	3	3,659.26	1,600.00	80.00	240.00	2.72	.....	1,922.72	1,736.54	53	
Garnett	3	4,826.20	1,700.00	250.00	358.00	7.12	.....	2,315.12	2,511.08	48	
Girard	3	4,885.16	1,600.00	256.43	305.00	8.72	.....	2,170.15	2,715.01	44	
Goodland	3	1,955.47	1,200.00	250.00	204.00	.64	.....	1,654.64	300.83	85	
Great bend	3	4,662.01	1,600.00	233.24	230.00	6.48	.....	2,075.72	2,576.29	45	
Halstead	3	1,986.13	1,000.00	.....	134.00	1.04	.....	1,135.04	851.09	57	
Harper	3	2,822.33	1,200.00	40.00	176.60	3.12	.....	1,419.72	1,402.61	50	
Hays	3	2,436.68	1,300.00	150.00	170.00	1.12	.....	1,621.12	815.56	67	
Herington	3	3,171.47	1,400.00	50.00	252.00	3.60	.....	1,705.60	1,465.87	54	
Hiawatha	2	7,999.41	2,000.00	900.00	64.52	23.53	.....	2,988.05	5,011.36	37	
Holton	3	6,205.54	1,800.00	250.00	360.00	8.72	.....	2,418.72	3,786.82	39	
Horton	3	4,649.17	1,700.00	169.83	235.00	6.48	.....	2,111.31	2,537.86	45	
Howard	3	3,129.76	1,400.00	129.89	225.00	2.00	.....	1,756.89	1,372.87	56	
Humboldt	3	2,765.51	1,300.00	300.00	195.00	2.72	.....	1,797.72	967.79	65	
Hutchinson	2	17,338.25	2,500.00	2,700.00	700.00	143.32	5,085.02	11,128.34	6,209.91	64	
Independence	3	6,781.17	1,800.00	349.73	414.00	12.40	.....	2,576.13	4,205.04	38	
Iola	3	4,061.22	1,500.00	216.48	215.00	6.00	.....	1,937.48	2,123.74	48	
Jewell	3	1,705.60	1,000.00	50.00	174.00	.40	.....	1,224.40	481.20	72	
Junction City	3	7,199.26	1,900.00	300.00	360.00	13.84	.....	2,573.84	4,625.42	36	

Kansas City	1	56,675.57	3,100.00	7,964.48	1,612.78	340.77	19,649.87	32,667.90	24,007.67	58	
Kingman	3	3,808.79	1,500.00	500.00	300.00	6.80	....	2,306.80	1,501.99	60	
Kinsley	3	2,067.92	1,000.00	300.00	175.50	1.44	....	1,476.94	590.98	71	
Kiowa	3	1,760.96	1,000.00	176.53	174.00	.72	....	1,351.25	409.71	77	
Kirwin	3	2,014.65	1,000.00	125.00	116.00	.32	....	1,241.32	773.33	62	
Lacygne	3	2,188.87	1,200.00	174.87	164.00	1.68	....	1,540.55	648.32	70	
Larned	3	3,473.91	1,500.00	400.00	254.00	3.92	....	2,157.92	1,315.99	62	
Lawrence	2	26,231.78	2,700.00	4,000.00	1,506.00	211.50	6,313.21	14,724.71	11,507.07	57	
Leavenworth	2	28,758.24	2,700.00	4,000.00	....	119.67	9,200.47	17,010.14	11,748.10	59	Do.
[illegible]	3	1,851.01	550.00	....	....	.24	....	550.24	800.77	41	Presidential, Jan. 1, 1897.
[illegible]	3	[illegible]	1,900.00	900.00	912.69	2.16	....	1,604.85	1,003.04	62	
[illegible]	3	[illegible]	[illegible]	[illegible]	100.80	1.04	....	1,307.84	1,240.76	53	
[illegible]	3	[illegible]	[illegible]	[illegible]	100.00	1.84	....	1,291.84	798.42	62	
[illegible]	3	[illegible]	[illegible]	[illegible]	[illegible]	4.16	....	1,758.78	1,773.08	50	
[illegible]	3	[illegible]	[illegible]	[illegible]	[illegible]	19.37	....	3,284.37	4,259.00	44	
[illegible]	3	[illegible]	[illegible]	[illegible]	[illegible]	19.20	....	3,519.20	4,281.72	45	
[illegible]	3	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	....	1,875.44	[illegible]	54	
[illegible]	3	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	....	2,033.32	[illegible]	55	
[illegible]	3	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	....	1,991.17	2,401.01	44	
[illegible]	3	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	....	1,180.00	705.21	[illegible]	
[illegible]	3	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	....	1,997.16	2,200.07	[illegible]	
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	....	1,447.08	[illegible]	71	
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	....	[illegible]	[illegible]	47	In Government building.
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	Mail bags, 15 cents.
Total											

LOUISIANA.

Alexandria	3	7,06[illegible]								
Baton Rouge	2	13,481.64								
Clinton	3	999.07	500.00							
[illegible]ley	3	4,007.61	1,500.00	80.00						
[illegible]sonville	3	4,543.29	1,500.00	200.00	[illegible]					
[illegible]lin	3	4,983.02	1,600.00	150.00	256.00					
[illegible]ond	3	2,654.87	1,200.00	....	136.00	[illegible]				
[illegible]a	3	4,208.50	1,400.00	12.50	182.63	12.80	....			
[illegible]erette	3	2,863.63	1,200.00	....	66.00	4.16	....			
[illegible]ings	3	1,691.70	825.00	....	93.73	2.00	....	920.73		
Lafayette	3	3,071.98	1,300.00	....	123.50	11.28	....	1,434.78	1,637.20	
Lake Charles	2	9,623.48	2,200.00	1,874.73	380.00	19.60	....	3,974.33	5,649.15	41

No. 10.—*Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1897*—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
KANSAS—continued.											
Topeka	1	$104,386.45	$3,300.00	$16,090.81	$250.00	$445.54	$18,344.93	$38,431.28	$65,955.17	37	
Troy	3	2,288.80	1,100.00	.....	130.32	3.04	.....	1,233.36	1,055.44	54	
Valley Falls	3	2,502.87	1,200.00	200.00	217.20	2.24	.....	1,619.44	883.43	65	
Wakeeney	3	1,663.60	1,000.00	265.56	174.00	32	.....	1,439.88	223.72	87	
Wamego	3	2,792.39	1,300.00	250.00	200.00	2.40	.....	1,752.40	1,039.99	63	
Washington	3	3,622.45	1,500.00	60.00	214.85	3.92	.....	1,778.77	1,843.68	49	
Weir	3	3,956.46	1,600.00	.....	211.60	4.64	.....	1,816.24	2,140.22	46	
Wellington	3	6,938.10	1,900.00	300.00	241.45	11.12	.....	2,452.57	4,485.53	35	
Wichita	1	41,936.31	3,000.00	9,300.00	.....	456.53	13,107.57	25,864.10	16,072.21	62	In Government building.
Wilson	3	2,427.89	1,100.00	.....	159.00	64	.....	1,259.64	1,168.25	52	
Winfield	2	12,992.20	2,300.00	1,800.00	800.00	32.03	3,531.89	8,463.92	4,528.28	65	
Yates Center	3	2,938.07	1,300.00	216.48	225.00	2.72	.....	1,744.20	1,193.87	59	
Total	.....	824,681.65	193,150.00	91,015.42	31,445.00	2,758.71	110,236.95	428,606.08	396,075.57	52	
KENTUCKY.											
Ashland	3	6,995.22	1,900.00	250.00	410.00	20.56	.....	2,580.56	4,414.66	37	
Augusta	3	2,408.42	1,300.00	150.00	142.00	6.40	.....	1,598.40	810.02	66	
Bardstown	3	2,683.53	1,200.00	40.00	130.70	2.96	.....	1,373.66	1,309.87	51	
Bowling Green	2	11,504.76	2,200.00	1,700.00	720.00	47.96	3,504.04	8,172.00	3,332.76	71	
Campbellstown	3	858.29	500.00	75.00	52.00	.....	.....	627.00	231.29	73	Presidential, Jan. 1, 1897.
Carlisle	3	2,731.72	1,300.00	200.00	199.00	5.92	.....	1,704.92	1,026.80	62	
Carrollton	3	2,879.75	1,300.00	200.00	234.00	6.48	.....	1,740.48	1,139.27	60	
Catlettsburg	3	4,016.46	1,600.00	150.00	295.32	17.20	.....	2,062.52	1,953.94	51	
Clinton	3	2,282.10	1,100.00	.....	146.85	3.04	.....	1,249.89	1,032.21	55	
Cloverport	3	2,118.68	1,100.00	240.00	98.00	2.24	.....	1,440.24	678.44	68	
Covington	2	27,275.89	2,800.00	5,908.34	.....	395.73	12,222.37	21,326.44	5,949.45	78	In Government building.
Cynthiana	3	5,291.86	1,700.00	300.00	297.50	13.04	.....	2,310.54	2,981.32	44	
Danville	2	9,053.57	2,000.00	1,007.65	500.00	30.20	.....	3,537.85	5,515.72	39	
Elizabethtown	3	3,666.79	1,400.00	200.00	184.29	11.12	.....	1,795.41	1,871.38	49	
Elkton	3	2,150.83	1,100.00	100.00	131.95	2.88	.....	1,334.83	816.00	62	
Eminence	3	2,862.00	1,300.00	50.00	152.00	5.12	.....	1,507.12	1,354.88	53	
Flemingsburg	3	2,237.47	1,200.00	200.00	129.10	5.68	.....	1,534.78	702.69	69	
Frankfort	2	14,049.48	2,500.00	2,600.00	.....	121.19	4,135.74	9,356.93	4,692.55	67	Do.
Franklin	3	3,428.24	1,400.00	200.00	252.00	8.00	.....	1,860.00	1,568.24	54	
Fulton	3	3,970.52	1,500.00	150.00	280.00	8.56	.....	1,938.56	2,031.96	49	
Georgetown	3	6,211.59	1,800.00	300.00	310.00	23.00	.....	2,433.60	3,777.99	39	
Glasgow	3	3,428.54	1,400.00	400.00	230.50	7.12	.....	2,037.62	1,385.92	60	
Greenville	3	1,996.88	1,000.00	60.00	140.00	2.96	.....	1,202.96	793.92	60	
Harrodsburg	3	5,063.03	1,600.00	350.00	355.96	14.56	.....	2,320.52	2,743.41	46	

Lexington	1	42,442.60	3,000.00	7,200.00	.....	366.50	10,128.12	20,694.62	21,747.98	49	Do.
London	3	2,678.50	1,100.00	180.00	170.00	5.92	.....	1,455.92	1,222.58	54	
Louisville	1	423,392.79	3,900.00	71,413.12	.....	2,693.86	95,442.89	173,449.87	249,942.92	41	Do.
Ludlow	3	2,124.11	1,000.00	30.00	155.46	12.24	.....	1,197.70	926.41	56	
Madisonville	3	3,033.24	1,500.00	30.00	131.55	8.80	.....	1,670.35	2,262.89	42	
Mayfield	3	5,506.20	1,700.00	500.00	308.00	8.80	.....	2,516.80	2,989.40	46	
Maysville	2	11,018.17	2,300.00	1,800.00	700.00	37.17	2,629.53	7,466.70	3,551.47	68	
Middlesboro	3	4,572.66	1,500.00	20.00	234.00	12.80	.....	1,766.80	2,805.86	39	
Midway	3	2,040.18	1,100.00	.....	113.30	4.88	.....	1,218.18	822.00	60	
Millersburg	3	1,842.51	1,000.00	.....	106.30	3.52	.....	1,109.82	732.69	60	
Morganfield	3	2,939.26	1,400.00	150.00	135.12	3.52	.....	1,688.64	1,250.62	57	
Mount Sterling	3	6,631.42	1,800.00	349.96	420.00	36.72	.....	2,606.68	4,024.74	39	
Newport	2	31,752.36	2,800.00	5,676.37	1,650.00	402.35	12,760.43	23,289.15	8,463.21	73	
Nicholasville	3	3,589.70	1,500.00	300.00	298.00	10.88	.....	2,108.88	1,480.82	59	
Owensboro	2	17,573.59	2,500.00	2,771.99	.....	52.57	4,381.31	9,705.87	7,867.72	55	Do.
Paducah	2	27,450.83	2,600.00	3,420.00	.....	133.80	5,247.03	11,400.83	16,050.00	42	Do.
Paris	2	8,284.01	2,000.00	1,100.00	430.00	55.85	.....	3,585.85	4,698.16	43	
Pineville	3	2,279.82	1,100.00	100.00	166.00	5.28	.....	1,371.28	908.54	60	
Princeton	3	3,331.41	1,400.00	200.00	275.00	7.68	.....	1,882.68	1,448.73	57	
Richmond	3	6,209.37	1,800.00	500.00	360.00	30.00	.....	2,690.00	3,519.37	43	
Russellville	3	4,307.78	1,600.00	200.00	148.00	9.92	.....	1,957.92	2,349.86	45	
Shelbyville	3	5,640.29	1,700.00	450.00	360.00	15.04	.....	2,525.04	3,115.25	45	
Somerset	3	4,572.58	1,600.00	225.00	245.48	8.80	.....	2,079.28	2,493.30	45	
Stanford	3	3,425.88	1,400.00	60.00	203.60	8.72	.....	1,672.32	1,753.56	49	
Uniontown	3	1,854.17	1,100.00	.....	149.30	2.32	.....	1,251.62	602.55	68	
Versailles	3	3,993.91	1,600.00	300.00	327.00	9.36	.....	2,236.36	1,757.55	56	
Williamsburg	3	2,252.43	1,200.00	90.00	73.00	4.40	.....	1,367.40	885.03	61	
Winchester	2	7,202.83	2,000.00	900.00	450.00	55.68	.....	3,405.68	3,797.15	47	
.....	.....	808,259.42	95,100.00	117,091.56	15,010.43	4,928.91	154,111.59	386,242.49	422,016.93	48	
ANA.											
.....	3	7,069.82	1,700.00	400.00	.....	24.80	.....	2,124.80	4,945.02	30	In Government building.
.....	2	13,481.64	2,400.00	1,900.00	204.31	127.43	3,507.39	8,139.13	5,342.51	60	Do.
.....	3	999.07	500.00	.....	37.25	1.53	.....	538.78	460.29	54	Presidential, Jan. 1, 1897; mail bags, 25 cents.
y	3	4,007.61	1,500.00	80.00	109.20	8.08	.....	1,697.28	2,310.33	42	
...dsonville	3	4,543.29	1,500.00	200.00	217.75	16.60	.....	1,934.35	2,608.94	43	
...anklin	3	4,983.02	1,600.00	150.00	256.00	16.60	.....	2,022.60	2,960.42	41	
Hammond	3	2,654.87	1,200.00	.....	136.00	2.24	.....	1,338.24	1,316.63	50	
Houma	3	4,208.50	1,400.00	12.50	182.63	12.80	.....	1,607.93	2,600.57	38	
Jeanerette	3	2,863.63	1,200.00	.....	66.00	4.16	.....	1,270.16	1,593.47	44	
Jennings	3	1,691.70	825.00	.....	93.73	2.00	.....	920.73	770.97	54	Presidential, Oct. 1, 1896.
Lafayette	3	3,071.98	1,300.00	.....	123.50	11.28	.....	1,434.78	1,637.20	47	
Lake Charles	2	9,623.48	2,200.00	1,374.73	380.00	19.60	.....	3,974.33	5,649.15	41	

No. 10.—*Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1897*—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
LOUISIANA—continued.											
Mansfield	3	$954.77	$500.00	$75.00	$75.00	$1.28	.....	$652.28	$302.49	68	Presidential, Jan. 1, 1897.
Monroe	2	8,851.01	2,000.00	1,000.00	.....	27.04	.....	3,027.04	5,823.97	34	In Government building.
Morgan City	3	3,132.64	1,400.00	.....	146.78	7.68	.....	1,554.46	1,578.18	50	
Natchitoches	3	3,256.36	1,400.00	250.00	132.00	5.69	.....	1,787.69	1,468.67	55	Mail bags, 25 cents.
New Iberia	3	6,779.06	1,800.00	300.00	198.00	22.40	.....	2,320.40	4,458.66	34	
New Orleans	1	415,614.11	3,900.00	84,604.76	3,500.00	4,925.56	$109,419.83	206,350.15	209,263.96	50	In Government building.
Opelousas	3	3,917.28	1,500.00	100.00	.....	14.88	.....	1,614.88	2,302.40	41	Do.
Patterson	3	2,906.66	1,400.00	.....	132.25	4.08	.....	1,536.33	1,370.33	53	
Plaquemine	3	4,343.77	1,600.00	150.00	310.00	18.48	.....	2,078.48	2,265.29	48	
Ruston	3	2,617.81	1,200.00	200.00	135.00	2.48	.....	1,537.48	1,080.33	59	
Saint Francisville	3	2,003.38	1,100.00	150.00	161.00	2.08	.....	1,413.08	590.30	71	
Shreveport	2	25,230.41	2,600.00	3,024.00	.....	74.00	4,604.17	10,302.17	14,928.24	41	Do.
Thibodeaux	3	3,798.49	1,500.00	240.00	222.50	12.96	.....	1,975.46	1,823.03	52	
Total	.....	542,604.36	39,225.00	94,210.99	6,819.90	5,365.73	117,581.39	263,153.01	279,451.35	48	
MAINE.											
Auburn	2	19,595.08	2,500.00	2,772.00	859.51	50.89	6,154.29	12,336.69	7,258.39	63	
Augusta	1	101,613.31	3,300.00	22,618.98	.....	364.56	7,046.19	33,329.73	68,283.58	32	In Government building.
Bangor	1	53,283.90	3,100.00	8,596.00	.....	396.47	9,933.02	22,025.49	31,258.41	41	Do.
Bar Harbor	2	9,590.20	2,100.00	1,550.00	510.29	57.52	.....	4,217.81	5,372.39	44	
Bath	2	13,241.59	2,400.00	2,474.00	.....	90.45	4,258.93	9,223.38	4,018.21	70	Mail bags, 50 cents; in Government building.
Belfast	2	7,938.83	2,000.00	1,400.00	.....	22.00	2,628.77	6,050.77	1,887.56	76	In Government building.
Bethel	3	2,811.54	1,300.00	.....	200.00	4.16	.....	1,504.16	1,307.38	54	
Biddeford	2	10,053.93	2,200.00	1,700.00	925.00	51.22	4,127.96	9,004.18	1,049.75	90	
Boothbay Harbor	3	2,085.22	1,000.00	200.01	113.40	8.08	.....	1,321.49	763.73	63	
Brewer	3	2,294.23	1,100.00	.....	186.00	16.00	.....	1,302.00	992.23	57	
Bridgton	3	3,086.63	1,400.00	200.00	173.00	8.24	.....	1,781.24	1,305.39	58	
Brunswick	2	9,812.08	2,100.00	1,303.74	600.00	41.89	.....	4,045.63	5,766.45	41	
Bucksport	3	3,492.02	1,500.00	300.00	204.00	8.24	.....	2,012.24	1,479.78	58	
Calais	3	7,768.91	1,900.00	800.90	410.00	17.28	.....	3,127.28	4,641.63	40	
Camden	3	4,756.99	1,600.00	250.00	325.00	14.80	.....	2,189.80	2,567.19	46	
Caribou	3	3,768.88	1,500.00	250.00	254.00	3.44	.....	2,007.44	1,761.44	53	
Cumberland Mills	3	2,246.18	1,100.00	.....	166.00	5.84	.....	1,271.84	974.34	57	
Dexter	3	3,924.07	1,500.00	400.00	304.00	11.60	.....	2,215.60	1,708.47	56	
Dover	3	2,144.05	1,100.00	.....	140.00	5.44	.....	1,245.44	898.61	58	
Eastport	3	4,681.46	1,700.00	450.00	.....	8.64	.....	2,158.64	2,522.82	46	Do.
Ellsworth	3	5,799.39	1,700.00	700.00	.....	19.92	.....	2,419.92	3,379.47	42	Do.
Fairfield	3	3,643.56	1,500.00	12.50	254.00	8.48	.....	1,774.98	1,868.58	49	

Farmington	3	4,830.72	1,000.00	400.00	328.00	16.72		2,344.72	2,486.00	49	
Fort Fairfield	3	2,893.14	1,300.00	150.00	200.00	.88		1,650.88	1,242.26	57	
Foxcroft	3	4,874.12	1,700.00		208.00	8.80		1,916.80	2,957.32	39	
Freeport	3	3,038.74	1,400.00	150.00	250.00	6.88		1,806.88	1,231.86	59	
Gardiner	2	9,124.52	2,000.00	1,200.00	516.85	45.26		3,762.11	5,362.41	41	
Gorham	3	1,919.65	1,000.00		144.00	7.36		1,151.36	768.29	60	
Guilford	3	2,003.14	1,000.00		174.00	4.88		1,178.88	824.26	59	
Hallowell	3	5,964.39	1,700.00		346.00	14.56		2,060.56	3,903.83	35	
Houlton	2	7,367.50	2,000.00	1,100.00		24.10		3,124.10	4,243.40	42	Do.
Kennebunk	3	3,581.77	1,500.00		195.00	17.00		1,712.00	1,869.77	48	
Lewiston	2	27,119.27	2,700.00	3,596.00		113.07	8,806.24	15,215.31	11,903.96	56	Do.
Lisbon Falls	3	2,274.04	1,100.00		185.00	5.76		1,290.76	983.28	57	
Livermore Falls	3	3,586.76	1,300.00		187.50	11.84		1,499.34	2,087.42	42	
Machias	3	2,876.96	1,200.00	250.00		5.12		1,455.12	1,421.84	51	Do.
Madison	3	2,268.50	1,100.00	7.50	187.00	4.56		1,299.06	969.44	57	
Mechanic Falls	3	3,011.14	1,300.00		202.00	7.76		1,509.76	1,501.38	50	
Newport	3	2,028.04	1,000.00		144.00	5.36		1,149.36	878.68	57	
North Berwick	3	2,063.99	1,100.00		146.00	7.52		1,253.52	810.47	61	
Norway	3	4,904.97	1,600.00	200.00	306.00	10.24		2,116.24	2,788.73	43	
Oakland	3	2,610.89	1,400.00	100.00	94.26	6.88		1,601.14	1,009.75	61	
Oldtown	3	4,406.20	1,600.00		254.00	20.24		1,874.24	2,531.96	43	
Orono	3	3,049.34	1,300.00	30.00	150.00	10.57		1,490.57	1,558.77	49	Mail bags, 25 cents.
Pittsfield	3	3,969.59	1,500.00	200.00	304.00	12.96		2,016.96	1,952.63	51	
Portland	1	142,705.58	3,400.00	23,790.00		1,116.81	20,695.20	49,002.01	93,703.57	34	In Government building.
[illegible]	3	3,359.92	1,500.00	200.00	256.27	4.00		1,960.27	1,399.65	58	
[illegible]	3	3,059.75	1,400.00	150.00	236.80	8.80		1,795.60	1,264.15	59	
[illegible]	[illegible]	15,223.07	2,500.00	2,300.00			4,386.65	9,186.05	6,036.42	60	Do.
[illegible]	[illegible]	[illegible]	1,500.00	100.00	307.00	6.40		1,913.40	2,043.58	48	
[illegible]	[illegible]	[illegible]	1,800.00	300.00	410.00	30.48		2,540.48	4,345.56	37	
[illegible]	[illegible]	[illegible]	1,500.00		302.90	7.28		1,810.27	1,981.67	[illegible]	
[illegible]	[illegible]	[illegible]	[illegible]	1,100.00	650.00	23.60		3,773.00?	4,154.52?	[illegible]	
[illegible]	[illegible]	[illegible]	[illegible]		202.00	16.08		[illegible]	[illegible]	[illegible]	
...ill											
...dville											
...am											
...ston											
...yoke											
Hopedale											

No. 10.—*Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1897*—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
MARYLAND—continued.											
Centerville	3	$3,631.72	$1,500.00	$200.00	$300.00	$8.96	.....	$2,008.96	$1,622.76	55	
Chestertown	3	4,296.18	1,600.00	100.00	220.02	7.52	.....	1,927.54	2,368.64	45	
Crisfield	3	3,317.19	1,400.00	150.00	158.48	5.52	.....	1,714.00	1,603.19	52	
Cumberland	2	26,274.58	2,700.00	2,707.61	731.25	225.76	$4,376.64	10,741.26	15,533.32	41	
Denton	3	1,727.67	825.00	112.50	85.80	3.76	.....	1,027.06	700.61	59	Presidential, Oct. 1, 1896.
Easton	3	6,865.48	1,800.00	400.00	360.00	16.72	.....	2,576.72	4,288.76	38	
Elkton	3	5,608.53	1,700.00	550.00	249.10	49.36	.....	2,548.46	3,060.07	45	
Emmitsburg	3	2,266.86	1,100.00	.....	123.00	9.36	.....	1,232.36	1,034.50	54	
Frederick	2	14,937.74	2,400.00	1,763.04	1,000.00	83.84	3,502.92	8,749.80	6,187.94	59	
Frostburg	3	5,217.85	1,600.00	200.00	325.19	20.56	.....	2,145.75	3,072.10	41	
Hagerstown	2	20,918.45	2,600.00	2,861.69	850.00	134.28	4,378.05	10,824.02	10,094.43	52	
Havre de Grace	3	3,597.15	1,400.00	150.00	144.45	17.84	.....	1,712.29	1,884.86	48	
Laurel	3	2,942.37	1,400.00	150.00	174.00	19.84	.....	1,743.84	1,198.53	59	
Lonaconing	3	3,475.74	1,400.00	.....	201.00	9.76	.....	1,610.76	1,864.98	46	
Oakland	3	3,939.08	1,500.00	160.00	218.85	15.04	.....	1,893.89	2,045.19	48	
Pocomoke City	3	3,104.09	1,400.00	40.00	244.41	6.80	.....	1,691.21	1,413.48	54	
Port Deposit	3	2,776.85	1,300.00	60.00	200.00	10.16	.....	1,570.16	1,206.69	57	
Princess Anne	3	2,644.38	1,200.00	150.00	172.36	6.72	.....	1,529.08	1,115.30	58	
Ridingsun	3	2,536.77	1,100.00	65.00	117.10	1.84	.....	1,283.94	1,252.83	51	
Rockville	3	3,121.19	1,300.00	250.00	290.00	17.92	.....	1,857.92	1,263.27	60	
Salisbury	3	6,594.85	1,800.00	200.00	328.00	14.56	.....	2,342.56	4,252.29	36	
Snowhill	3	2,880.53	1,300.00	200.00	174.30	6.24	.....	1,680.54	1,199.99	58	
Westminster	3	5,974.66	1,700.00	500.00	358.00	24.08	.....	2,582.08	3,392.58	43	
Total	.....	1,059,834.76	47,825.00	198,917.31	11,487.22	12,098.84	329,096.20	599,424.57	460,410.19	57	
MASSACHUSETTS.											
Abington	3	3,452.91	1,500.00	.....	237.00	17.68	.....	1,754.68	1,698.23	51	
Adams	2	12,129.29	2,000.00	800.00	1.00	40.63	.....	2,841.63	9,287.66	23	
Amesbury	2	11,195.75	2,300.00	1,623.98	775.00	66.93	5,648.73	10,414.64	781.11	93	
Amherst	2	12,568.92	2,300.00	1,800.00	650.00	69.06	1,333.08	6,152.14	6,416.78	49	
Andover	2	11,396.03	2,300.00	1,500.00	500.00	87.77	.....	4,387.77	7,009.16	39	
Arlington	3	9,085.73	1,831.32	1,082.14	376.16	58.88	.....	3,348.50	5,737.23	37	Discontinued Apr. 30, 1897.
Ashburnham	3	2,022.02	1,100.00	.....	146.25	8.00	.....	1,254.25	767.77	62	
Ashland	3	3,223.28	1,200.00	.....	159.75	17.76	.....	1,377.51	1,845.77	43	
Athol	2	11,799.42	2,300.00	1,700.00	650.00	42.26	.....	4,692.26	7,107.16	40	
Athol Center	3	3,454.36	1,400.00	.....	225.06	9.04	.....	1,634.10	1,820.26	47	
Attleboro	2	15,270.12	2,400.00	2,224.00	694.38	143.67	3,498.50	8,960.55	6,309.57	58	
Attleboro Falls	3	2,739.09	1,100.00	.....	186.00	5.04	.....	1,291.04	1,448.05	47	
Auburndale	2	12,841.26	2,300.00	1,400.00	463.16	84.48	.....	4,247.64	8,594.32	33	

Ayer	3	4,096.38	1,500.00		304.00	20.32		1,824.32	2,272.06	45	
Baldwinsville	3	2,769.52	1,300.00		162.15	5.52		1,467.67	1,301.85	53	
Barre	3	5,306.59	1,800.00		219.00	9.84		2,028.84	3,277.75	38	
Beverly	2	14,585.82	2,400.00	2,000.00	800.00	115.44	5,900.61	11,216.05	3,369.77	77	
Boston	1	2,757,605.47	6,000.00	530,084.52	26,193.99	39,988.24	644,932.82	1,247,199.57	1,510,405.90	45	In Government building.
Bradford	3	3,318.58	1,400.00		250.00	39.44		1,689.44	1,629.14	51	
Braintree	3	3,032.64	1,300.00		235.00	22.40		1,557.40	1,475.24	51	
Bridgewater	3	5,384.29	1,700.00		233.00	33.20		1,966.20	3,418.09	37	
Brockton	1	51,088.66	3,100.00	7,615.53	2,260.00	713.02	16,003.48	29,692.03	21,396.63	58	
Brookfield	3	3,140.84	1,400.00		176.49	11.44		1,587.93	1,552.91	51	
Campello	3	8,959.10	1,900.00		420.00	36.08		2,356.08	6,603.02	27	
Canton	3	4,927.77	1,500.00	150.00	174.18	16.72		1,840.85	3,086.92	37	
Chester	3	2,580.80	1,200.00		130.00	4.00		1,334.00	1,246.80	52	
Chestnut Hill	3	4,672.63	1,600.00		187.00	23.60		1,810.60	2,862.03	39	
Chicopee	2	10,580.29	2,100.00	1,100.00	500.00	57.28		3,757.28	6,823.01	35	
Chicopee Falls	2	13,614.97	2,300.00	1,700.00	480.00	47.46		4,527.46	9,087.51	33	
Clinton	2	12,045.30	2,300.00	1,600.00	590.00	118.40	4,381.03	8,989.43	3,055.87	75	
Cohasset	3	2,587.65	1,100.00		168.00	28.40		1,296.40	1,291.25	50	
Concord	3	6,410.84	1,700.00		355.65	45.52		2,101.17	4,309.67	33	
Concord Junction	3	28,778.50	1,800.00	503.00	269.00	9.84		2,581.84	26,196.66	09	
Cottage City	3	6,052.14	1,800.00	240.00	420.00	39.92		2,499.92	3,552.22	41	
Dalton	3	4,059.91	1,600.00		194.45	14.64		1,809.09	2,250.82	44	
Danvers	3	6,396.68	1,800.00		360.00	34.64		2,194.64	4,202.04	34	
Dedham	2	12,521.48	2,200.00	1,400.00	380.00	78.38		4,058.38	8,463.10	32	
East Bridgewater	3	2,590.40	1,000.00		142.00	11.44		1,153.44	1,445.96	44	
Easthampton	3	6,709.10	1,900.00		395.00	32.56		2,327.56	4,381.54	35	
East Northfield	3	4,910.70	1,700.00		198.00	14.32		1,912.32	2,998.38	39	
East Pepperell	3	3,225.76	1,400.00		250.00	23.04		1,673.04	1,552.72	52	
East Walpole	3	2,863.20	1,200.00		140.00	6.80		1,346.80	1,516.40	47	
East Weymouth	3	4,330.55	1,600.00		212.00	28.56		1,840.56	2,489.99	43	
Everett	2	18,598.15	2,500.00	2,411.00	720.00	271.59	8,038.00	13,940.59	4,657.56	76	
Fairhaven	3	5,412.83	1,700.00		304.00	25.62		2,029.62	3,383.21	38	
Fall River	1	66,019.03	3,200.00	10,633.25		533.64	29,863.09	44,229.98	21,789.05	67	Do.
Falmouth	3	3,353.69	1,300.00		134.00	14.72		1,448.72	1,904.97	43	
Fitchburg	1	40,924.95	3,000.00	5,807.34	2,200.00	489.23	9,583.13	21,079.70	19,845.25	52	
Florence	3	4,582.32	1,700.00		250.26	22.16		1,972.42	2,609.90	43	
Foxboro	3	4,805.16	1,600.00		310.50	22.80		1,933.30	2,871.86	40	
Framingham	3	4,073.71	1,600.00		210.00	23.60		1,833.60	2,240.11	45	
Franklin	3	7,694.82	1,900.00		410.00	43.28		2,353.28	5,341.54	31	
Gardner	2	9,631.88	2,100.00	1,000.00	234.00	28.48		3,362.48	6,269.40	35	
Georgetown	3	2,658.67	1,300.00	100.00	175.35	11.12		1,586.47	1,072.20	60	
Gloucester	2	29,088.56	2,700.00	4,024.00		114.58	10,808.99	17,647.57	11,440.99	61	Do.
Grafton	3	2,162.27	1,100.00		185.00	8.32		1,293.32	868.95	60	
Great Barrington	3	8,328.64	1,900.00	300.00	360.00	32.00		2,592.00	5,736.64	30	
Greenfield	2	19,838.01	2,500.00	2,054.35	675.00	110.49	3,502.34	9,442.18	10,395.83	48	
Groton	3	2,837.73	1,300.00		126.30	21.12		1,447.42	1,390.31	51	
Haverhill	1	45,352.30	3,100.00	7,307.54		650.41	13,838.43	24,896.38	20,455.92	55	Do.
Highlandville	3	4,637.43	1,500.00		149.00	8.00		1,657.00	2,980.43	36	
Hingham	3	5,056.21	1,700.00	250.00	213.00	39.36		2,202.36	2,853.85	44	
Holliston	3	3,499.11	1,500.00		227.00	14.32		1,741.32	1,757.79	50	
Holyoke	1	56,484.46	3,100.00	7,100.00	1,874.00	602.42	15,160.22	27,836.64	28,647.82	49	
Hopedale	3	2,355.42	1,500.00		154.00	13.76		1,667.76	1,687.66	50	

No. 10.—*Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1897*—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
MASSACHUSETTS—cont.											
Hopkinton	3	$2,427.81	$1,200.00	.....	$223.00	$10.32	.....	$1,433.32	$994.49	59	Mail bags, 40 cents.
Hudson	3	7,161.53	1,900.00	.....	390.00	35.36	.....	2,325.36	4,836.17	32	
Hyannis	3	3,537.27	1,500.00	$70.00	200.00	20.80	.....	1,790.80	1,746.47	51	
Hydepark	2	19,181.40	2,500.00	3,176.30	1,000.00	227.76	$7,383.20	14,287.26	4,894.14	75	
Indian Orchard	3	2,842.61	1,300.00	.....	150.00	10.00	.....	1,460.00	1,382.61	51	
Ipswich	3	5,327.56	1,700.00	.....	257.99	38.64	.....	1,996.63	3,330.93	37	
Lawrence	1	48,063.43	3,100.00	7,195.05	2,450.00	752.68	18,566.70	32,064.43	15,999.00	67	
Lee	3	5,672.67	1,700.00	.....	352.89	21.44	.....	2,074.33	3,598.34	37	
Leicester	3	1,434.13	750.00	.....	75.00	8.16	.....	833.16	600.97	58	Presidential, Oct. 1, 1896.
Lenox	3	5,517.92	1,700.00	100.00	257.25	39.68	.....	2,096.93	3,420.99	38	
Leominster	2	14,271.95	2,400.00	1,990.44	500.00	70.68	3,515.63	8,476.75	5,795.20	59	
Lexington	3	4,481.60	1,600.00	.....	174.00	46.32	.....	1,820.32	2,661.28	41	
Lowell	1	156,705.37	3,600.00	21,416.00	.....	1,120.61	41,574.87	67,711.48	88,993.89	43	In Government building.
Lynn	1	113,230.47	3,300.00	13,910.00	2,700.00	1,184.86	29,584.20	50,679.06	62,551.41	45	
Malden	2	33,993.07	2,700.00	3,914.93	1,193.30	597.47	14,513.39	22,919.09	11,073.98	67	
Manchester	3	4,248.64	1,500.00	80.00	199.90	42.32	.....	1,822.22	2,426.42	43	
Mansfield	3	4,794.35	1,600.00	.....	210.00	19.68	.....	1,829.68	2,964.67	38	
Marblehead	2	10,273.13	2,200.00	1,500.00	220.00	113.44	.....	4,033.44	6,239.69	39	
Marlboro	2	16,651.30	2,400.00	2,100.00	550.00	118.09	6,148.88	11,316.97	5,334.33	68	
Maynard	3	2,831.83	1,300.00	.....	245.46	10.48	.....	1,555.94	1,275.89	55	
Medfield	3	3,128.59	1,300.00	.....	220.91	13.60	.....	1,534.51	1,594.08	49	
Medford	2	18,167.16	2,500.00	1,972.00	389.21	176.36	5,782.74	10,820.31	7,346.85	60	
Medway	3	2,071.94	1,000.00	.....	135.14	9.28	.....	1,144.42	927.52	55	
Melrose	2	19,807.19	2,700.00	2,096.00	783.16	231.75	5,268.81	11,079.72	8,127.47	59	
Melrose Highlands	3	4,474.44	1,800.00	.....	254.00	41.28	.....	2,095.28	2,379.16	47	
Merrimac	3	2,587.50	1,300.00	.....	228.00	9.76	.....	1,537.76	1,049.74	59	
Methuen	3	4,078.77	1,600.00	.....	116.32	23.28	.....	1,739.60	2,339.17	43	
Middleboro	2	16,950.80	2,400.00	1,900.00	500.00	49.82	2,635.18	7,485.00	9,465.80	44	
Milford	2	12,872.84	2,400.00	1,700.00	900.00	79.67	4,547.38	9,627.05	3,245.79	74	
Millbury	3	3,791.57	1,600.00	200.00	236.00	23.52	.....	2,059.52	1,732.05	54	
Milton	3	7,394.28	1,900.00	.....	300.00	51.52	.....	2,251.52	5,142.76	30	
Mittineague	3	3,149.90	1,200.00	.....	163.89	6.64	.....	1,370.53	1,779.37	44	
Monson	3	4,379.34	1,630.00	.....	304.50	20.08	.....	1,924.58	2,454.76	44	
Nantucket	3	6,915.77	1,500.00	150.00	260.00	29.68	.....	2,239.68	4,676.09	32	
Natick	2	11,276.13	2,300.00	1,700.00	851.25	.93	3,518.40	8,370.64	2,905.49	74	
Needham	3	2,065.78	1,300.00	.....	163.80	16.32	.....	1,480.12	1,185.66	56	
New Bedford	1	60,153.53	3,200.00	10,198.91	.....	852.12	25,808.00	40,059.03	26,094.50	61	Do.
Newburyport	2	22,788.24	2,600.00	3,324.00	1,113.57	168.41	7,836.02	15,042.00	7,746.24	66	
Newton	2	13,791.14	2,400.00	1,800.00	900.00	176.08	6,027.37	11,303.45	2,487.69	82	
Newton Center	2	11,236.78	2,200.00	1,400.00	600.00	112.96	.....	4,212.96	7,023.82	37	
Newton Highlands	2	7,761.66	1,800.00	.....	330.08	42.16	.....	2,172.24	5,589.42	28	

n Upper Falls	3	5,835.59	1,700.00		313.00	19.04		2,052.04	3,893.55	35			
nville	2	14,909.79	2,400.00		650.00	121.20		4,971.20	9,938.59	33			
Abington	3	3,134.52	1,400.00		252.00	17.52		1,669.52	1,465.00	53			
Adams	2	28,429.74	2,700.00	1,000.00	850.00	221.19	7,154.63	14,775.82	13,653.92	52			
mpton	2	26,983.18	2,700.00		850.00	231.65	6,693.74	14,366.39	12,616.79	53			
Andover Depot	3	2,215.97	1,000.00		137.25	21.76		1,158.01	1,056.96	52			
Attleboro	2	9,904.22	2,200.00		650.00	68.22		4,342.22	5,562.00	44			
shboro	3	3,159.24	1,000.00		117.75	15.76		1,133.51	2,025.73	36			
sh Brookfield	3	7,917.96	1,900.00		220.00	24.88		2,144.88	5,773.08	27			
sh Easton	3	4,290.70	1,500.00		126.97	24.24		1,651.21	2,639.55	39			
rwood	2	9,730.10	2,100.00		310.00	39.04		3,099.04	6,631.06	38			
	2	9,616.77	2,100.00		500.00	31.22		3,631.22	5,985.55	38			
Orange	3	7,675.05	1,800.00		288.33	38.40		2,526.73	5,148.32	33			
Palmer	2	13,880.65	2,400.00		574.16	73.21	4,626.78	9,358.93	4,521.72	67			
Peabody	2	87,906.70	2,900.00	1,574.96	5,300.00	371.33	9,014.10	19,160.39	18,746.31	51			
Pittsfield	2	13,167.24	2,400.00	675.00	1,900.00	92.96	3,320.09	8,388.05	4,779.19	64			
Plymouth	3	4,421.18	1,600.00	277.50		15.28		1,892.78	2,528.40	43			
Provincetown	2	21,742.51	2,600.00	1,000.00	2,724.00	230.76	8,492.43	15,047.19	6,695.32	69			
Quincy	3	3,235.29	1,400.00	277.00		26.48		1,703.48	1,531.81	53			
Randolph	3	7,933.07	1,900.00	200.00		57.04		2,157.04	5,776.03	27			
Reading	3	6,846.11	1,800.00	410.00		36.88		2,446.88	4,399.23	36			
Rockland	3	2,880.77	1,400.00	210.00		17.04		1,627.04	1,253.73	56			
Rockport	3	47,375.36	3,100.00	2,553.26		708.42	14,328.97	28,702.00	18,673.36	61			
Salem	1	2,814.35	1,300.00	210.00	8,011.35	11.44		1,521.44	1,292.91	54			
Sandwich	3	2,514.39	1,100.00	115.00		18.72		1,233.72	1,310.67	48			
Sharon	3	4,870.20	1,600.00	231.00	200.00	15.28		2,046.28	2,823.92	42	Presidential, Jan. 1, 1897.		
Shelburne Falls	3	1,117.87	500.00	56.75		1.76		558.51	559.36	50			
South Ashburnham	3	3,019.97	1,500.00	171.00		10.36		1,690.36	1,329.61	56			
South Braintree	3	7,950.14	2,000.00	449.75	900.00	36.38		3,386.63	4,563.51	43			
Southbridge	2	12,657.20	2,400.00	750.00	1,900.00	91.32	3,531.61	8,672.93	3,984.27	69			
South Framingham	3	3,037.79	1,100.00	152.25		7.04		1,259.29	1,778.50	41			
South Gardner	2	2,622.20	1,400.00	236.25		10.16		1,646.41	975.79	63			
South Hadley Falls	3	4,708.70	1,600.00	256.00		20.80		1,876.80	2,831.90	40			
South Weymouth	3	7,458.19	1,900.00	410.00		33.28		2,343.28	5,114.91	31			
Springfield	1	180,508.78	3,500.00		23,359.82	1,930.31	28,062.62	56,852.75	123,656.03	31	In Government building.		
Stockbridge	3	3,934.61	1,500.00	304.00		18.60		1,823.60	2,111.01	46			
Stoneham	2	7,945.09	2,000.00	500.00	1,500.00	73.36		4,073.36	3,871.73	51			
Stoughton	3	5,227.64	1,600.00	250.00		33.44		1,883.44	3,344.20	36			
Swampscott	3	3,589.54	1,500.00	198.89		48.56		1,747.45	1,842.09	49			
Taunton	2	33,757.56	2,900.00	2,000.00	4,610.87	553.88	14,280.82	24,355.57	9,401.99	72			
Turners Falls	3	5,244.76	1,700.00	308.00		13.68		2,021.68	3,222.08	39			
Uxbridge	3	2,938.36	1,300.00	224.00		12.80		1,536.80	1,451.56	51			
Vineyard Haven	3	2,461.76	1,200.00	193.00	150.00	10.80		1,553.80	907.96	63			
Wakefield	2	10,895.32	2,400.00	500.00	2,009.93	157.65	3,564.17	8,631.75	2,263.57	79			
Walpole	3	4,421.50	1,500.00	168.33		18.16		1,686.49	2,735.01	38			
Waltham	2	27,138.78	2,700.00	1,520.17	3,400.00	270.78	9,926.21	17,826.16	9,282.62	66			
Ware	2	8,059.24	2,000.00	389.00	900.00	49.07		3,338.07	4,721.17	41			
Wareham	3	2,851.09	1,300.00	139.88		17.36		1,457.22	1,393.87	51			
Warren	3	4,408.37	1,600.00	254.50		24.24		1,878.74	2,529.63	43			
Watertown	2	13,702.63	2,100.00	500.00	1,100.00	99.52		3,799.52	9,903.11	28			
Waverley	3	3,338.30	1,100.00	174.00		16.16		1,290.16	2,048.14	39			
Webster	2	9,540.17	2,100.00	500.00	1,100.00	49.97		3,749.97	5,790.20	39			

No. 10.—*Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1897*—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
MASSACHUSETTS—cont.											
Wellesley	3	$7,242.27	$1,900.00		$340.00	$82.40		$2,322.40	$4,919.87	32	
West Acton	3	2,038.81	1,200.00		160.00	5.96		1,365.96	672.85	67	
Westboro	2	11,790.82	2,200.00	$1,200.00		61.48		3,461.48	8,329.34	29	
West Brookfield	3	2,044.99	1,000.00		90.75	9.28		1,100.03	944.96	54	
Westfield	2	28,916.35	2,700.00	3,500.00	1,100.00	147.58	$4,384.12	11,831.70	17,084.65	41	
West Gardner	3	6,370.95	1,900.00		290.00	20.40		2,210.40	4,160.55	35	
West Medford	2	8,379.65	2,200.00	1,000.00	383.85	54.48		3,638.33	4,741.32	43	
West Newton	2	11,166.91	2,200.00	1,400.00	500.00	131.00		4,231.00	6,935.91	38	
Weymouth	3	4,218.67	1,500.00		294.00	29.52		1,823.52	2,395.15	43	
Weymouth Center	3	3,067.71	1,600.00		256.00	5.04		1,861.04	1,206.67	61	
Whitinsville	3	4,696.09	1,700.00		229.55	19.92		1,949.47	2,746.62	42	
Whitman	3	5,444.83	1,600.00		306.00	28.72		1,934.72	3,510.11	36	
Williamstown	3	6,572.60	1,800.00		310.00	34.72		2,144.72	4,427.88	33	
Winchendon	3	6,105.94	1,800.00	250.00	209.98	23.04		2,283.02	3,822.92	37	
Winchester	2	9,041.91	2,000.00	1,400.00	800.00	134.56	$3,394.53	7,729.09	1,312.82	85	
Woburn	2	14,566.68	2,400.00	1,900.00	700.00	199.43	6,765.74	11,965.17	2,601.51	82	
Wollaston	3	5,581.53	1,900.00		409.98	47.52		2,357.50	3,224.03	42	
Worcester	1	206,431.92	3,500.00	32,459.85	3,514.64	3,213.50	53,816.46	96,504.45	109,927.47	47	In Government building
Total		5,186,579.48	335,781.32	799,877.88	105,025.33	62,474.14	1,136,772.30	2,439,930.97	2,746,648.51	47	
MICHIGAN.											
Adrian	2	22,801.61	2,600.00	3,000.00	854.00	186.31	4,585.23	11,225.54	11,576.07	49	
Albion	2	13,224.64	2,400.00	1,900.00	600.00	25.36	2,625.55	7,550.91	5,673.73	57	
Allegan	3	6,715.63	1,800.00	200.00	400.00	6.00		2,406.00	4,309.63	36	
Alma	3	4,355.63	1,600.00		244.77	6.32		1,851.09	2,504.54	42	
Alpena	2	7,797.71	2,000.00	1,300.00	585.00	1.20	3,515.14	7,401.34	396.37	95	
Ann Arbor	2	32,385.53	2,800.00	4,700.00	1,500.00	285.52	10,128.52	19,414.04	12,971.49	60	
Ausable	3	1,434.33	1,000.00		186.25	2.48		1,188.73	245.59	83	
Badaxe	3	2,710.24	1,200.00	200.00	182.00	1.76		1,583.76	1,126.48	58	
Bangor	3	2,067.20	1,000.00		126.06	2.08		1,128.14	939.06	55	
Battlecreek	1	46,835.07	3,000.00	6,248.32	1,500.00	430.04	8,286.55	19,464.91	27,370.16	42	
Bay City	2	32,015.20	2,800.00	5,243.00		199.45	13,554.07	21,796.52	10,218.68	68	In Government building.
Belding	3	4,903.02	1,700.00	100.00	358.00	3.60		2,161.60	2,741.42	44	
Benton Harbor	2	12,392.77	2,300.00	1,299.99	650.00	23.26	2,099.43	6,372.68	6,020.09	51	
Bessemer	3	3,403.45	1,500.00	200.00	154.00	3.60		1,857.60	1,545.85	55	
Big Rapids	2	9,628.04	2,100.00	1,400.00	600.00	10.88		4,110.88	5,517.16	43	
Birmingham	3	2,645.21	1,200.00	100.00	160.00	3.44		1,472.44	1,172.77	55	
Blissfield	3	2,765.20	1,200.00	50.00	128.00	3.84		1,381.84	1,383.36	50	
Bronson	3	1,939.69	1,000.00	500.10	174.00	1.60		1,325.60	614.09	68	

Buchanan	3	4,105.56	1,700.00		803.34	4.80			2,008.14	2,097.42			49	
Cadillac	2	8,803.86	2,000.00	1,800.00	568.73	194.47			4,063.20	4,740.66			46	
Calumet	2	11,340.81	2,300.00	1,750.00	1,000.00	7.87	4,675.82		9,733.69	1,607.12			86	
Caro	3	5,031.58	1,600.00	20.00	286.00	2.40			1,908.40	3,121.18			38	
Carson City	3	2,136.91	1,000.00		110.09	.40			1,116.49	1,020.42			52	
Case City	3	2,448.95	1,100.00	150.00	196.00	1.92			1,447.92	1,001.03			59	
Cassopolis	3	3,058.64	1,400.00	200.00	81.80	5.28			1,687.08	1,371.56			55	
Cedarsprings	3	1,982.47	1,100.00		142.00	2.00			1,244.00	738.47			63	
Charlevoix	3	3,300.62	1,400.00	235.00	232.00	3.12			1,870.12	1,430.50			57	
Charlotte	2	8,660.75	2,000.00	1,300.00	630.00	19.96			3,949.96	4,710.79			46	
Cheboygan	3	7,204.82	1,900.00	200.00	460.00	10.00			2,570.00	4,634.82			36	
Chelsea	3	3,776.75	1,500.00	60.00	204.00	2.64			1,766.04	2,010.71			47	
Chesaning	3	2,329.48	1,100.00	150.00	177.00	1.20			1,438.20	901.28			61	
Clare	3	2,462.08	1,300.00	250.00	256.25	2.88			1,809.13	652.95			73	
Clinton	3	2,073.23	1,100.00		188.00	2.08			1,290.08	783.15			62	
Coldwater	2	11,927.96	2,300.00	975.00		34.96	3,500.82		8,911.78	3,017.18			75	
Constantine	3	4,295.81	1,600.00	2,100.00	256.00	3.53			3,959.53	2,446.29			43	
Corunna	3	3,589.66	1,500.00	150.00	294.00	3.68			1,947.68	1,641.98			54	
Crystal Falls	3	2,070.59	1,100.00	30.00	195.09	1.52			1,326.61	743.98			64	
Decatur	3	3,026.96	1,300.00	30.00	135.00	1.52			1,466.52	1,560.44			48	
Detroit	1	598,982.05	5,000.00	102,318.72	2,978.21	3,972.19	155,547.06		269,816.20	329,166.85	Do.		45	
Dowagiac	2	9,058.10	2,200.00	1,300.00	660.00	12.51			4,172.51	4,885.59			46	
Durand	3	2,431.23	1,101.00	100.00	167.75	2.89			1,370.64	1,060.59	Mail bags, 25 cents.		56	
East Tawas	3	2,798.90	1,300.00		225.00	3.52			1,528.32	1,270.58			55	
Eaton Rapids	3	4,312.77	1,600.00	100.00	314.00	5.56			2,009.56	2,303.21			47	
Escanaba	2	9,087.49	2,100.00	1,300.00	675.00	12.32	3,505.47		7,592.79	1,494.70			84	
Evart	3	2,923.17	1,300.00		215.60	1.52			1,517.12	1,406.05			52	
Fenton	3	5,094.00	1,700.00		206.00	9.20			1,915.20	3,178.80			38	
Flint	2	23,755.99	2,600.00	3,824.00	984.25	126.82	6,141.66		13,176.73	10,579.26			55	
Flushing	3	2,291.14	1,200.00		197.00	1.60			1,398.60	892.54			61	
Fowlerville	3	2,347.51	1,100.00		202.25	2.16			1,304.41	1,043.10			56	
Frankfort	3	2,186.93	1,100.00	150.00	194.00	3.20			1,447.20	739.73			66	
Fremont	3	3,634.44	1,500.00	80.00	252.00	2.56			1,834.56	1,799.88			50	
Gaylord	3	2,334.65	1,100.00		109.50	1.68			1,211.18	1,123.47			52	
Gladstone	3	4,294.22	1,500.00		234.00	5.20			1,739.20	2,555.02			41	
Grand Haven	3	7,173.50	1,900.00	400.00	335.00	11.20			2,645.20	4,527.30			37	
Grandledge	3	3,654.16	1,500.00	60.00	266.00	4.88			1,830.88	1,823.28			50	
Grand Rapids	1	166,597.52	3,500.00	28,109.47		957.98	45,137.07		77,704.52	90,803.00	In Government building.		45	
Grayling	3	2,695.57	1,300.00	200.00	194.00	1.92			1,695.92	999.65			63	
Greenville	3	6,636.44	1,800.00	350.00	310.00	7.12			2,467.12	4,169.32			37	
Hancock	3	7,828.83	1,900.00		480.00	4.56			2,384.56	5,444.27			30	
Harbor Springs	3	2,489.28	1,200.00	150.00	223.00	4.96			1,777.96	711.32			71	
Hart	3	3,308.39	1,400.00	50.00	225.00	1.92			1,676.92	1,631.47			51	
Hartford	3	2,129.54	1,000.00	200.00	144.00	.48			1,344.48	785.06			63	
Hastings	3	5,939.88	1,700.00	300.00	358.00	8.56			2,366.56	3,573.32			40	
Hillsdale	2	9,255.98	2,100.00	1,200.00	540.81	47.68	3,441.48		7,329.97	1,926.01			79	
Holland	2	10,106.50	2,200.00	1,200.00	500.00	11.69			3,911.69	6,194.81			44	
Holly	3	4,388.36	1,700.00		208.00	6.32			1,914.32	2,474.04			67	
Homer	3	2,347.20	1,400.00	30.00	142.00	2.88			1,574.88	772.32			35	
Houghton	3	7,001.61	1,900.00	150.00	390.00	6.88			2,418.88	4,582.73			63	
Howard	3	2,278.40	1,100.00	150.00	191.50	1.60			1,443.10	835.30			41	
Howell	3	5,418.35	1,700.00	200.00	304.53	8.48			2,213.01	3,205.34				

No. 10.—*Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1897*—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
KANSAS—continued.											
Clifton	3	$2,225.48	$1,100.00	.....	$140.00	$1.20	.....	$1,241.20	$984.28	56	
Clyde	3	2,422.05	1,100.00	$200.00	230.00	.96	.....	1,530.96	891.09	63	
Coffeyville	3	8,207.63	1,900.00	300.00	276.00	13.04	.....	2,489.04	5,718.59	30	
Columbus	3	5,478.19	1,700.00	359.78	46.74	7.60	.....	2,114.12	3,364.07	39	
Concordia	3	6,237.57	1,800.00	400.00	300.00	8.04	.....	2,508.64	3,728.93	40	
Cottonwood Falls	3	2,096.28	1,000.00	50.00	174.00	2.40	.....	1,226.40	869.88	59	
Council Grove	3	4,180.36	1,500.00	300.00	199.00	5.84	.....	2,004.84	2,175.52	48	
Dodge City	3	3,408.15	1,500.00	427.94	294.00	4.80	.....	2,226.74	1,181.41	65	
Downs	3	2,579.58	1,100.00	150.00	196.00	2.16	.....	1,448.16	1,131.42	56	
Eldorado	3	5,870.69	1,800.00	500.00	60.00	10.56	.....	2,370.56	3,500.13	40	
Ellis	3	1,924.22	1,100.00	83.24	196.00	.72	.....	1,379.96	544.26	72	
Ellsworth	3	3,533.45	1,400.00	193.14	250.00	1.76	.....	1,844.90	1,688.55	52	
Emporia	2	17,979.80	2,500.00	2,533.13	637.53	86.96	$5,585.29	11,342.91	6,636.89	63	
Erie	3	2,182.50	1,100.00	99.89	171.27	2.40	.....	1,373.56	808.94	63	
Eureka	3	5,050.06	1,700.00	400.00	358.00	4.48	.....	2,462.48	2,587.58	49	
Florence	3	2,313.86	1,100.00	250.00	196.00	3.68	.....	1,549.68	764.18	67	
Fort Leavenworth	3	2,610.67	1,200.00	200.00	.....	6.00	.....	1,406.00	1,204.67	54	In Government building.
Fort Riley	3	1,036.78	500.00	.....	12.00	1.92	.....	513.92	522.86	50	Presidential, Jan. 1, 1897.
Fort Scott	2	16,771.89	2,500.00	2,800.00	.....	51.20	5,270.91	10,622.11	6,149.78	63	In Government building.
Frankfort	3	2,905.01	1,300.00	.....	234.00	2.72	.....	1,536.72	1,368.29	53	
Fredonia	3	3,837.64	1,500.00	300.00	182.12	3.92	.....	1,986.04	1,851.60	52	
Galena	3	6,790.12	1,700.00	.....	258.00	14.16	.....	1,972.16	4,817.96	29	
Garden City	3	3,659.26	1,600.00	80.00	240.00	2.72	.....	1,922.72	1,736.54	53	
Garnett	3	4,826.20	1,700.00	250.00	358.00	7.12	.....	2,315.12	2,511.08	48	
Girard	3	4,885.16	1,600.00	256.43	305.00	8.72	.....	2,170.15	2,715.01	44	
Goodland	3	1,955.47	1,200.00	250.00	204.00	.64	.....	1,654.64	300.83	85	
Greatbend	3	4,662.01	1,600.00	233.24	236.00	6.48	.....	2,075.72	2,576.29	45	
Halstead	3	1,986.13	1,000.00	.....	134.00	1.04	.....	1,135.04	851.09	57	
Harper	3	2,822.33	1,200.00	40.00	176.60	3.12	.....	1,419.72	1,402.61	50	
Hays	3	2,436.68	1,300.00	150.00	170.00	1.12	.....	1,621.12	815.56	67	
Herington	3	3,171.47	1,400.00	50.00	252.00	3.60	.....	1,705.60	1,465.87	54	
Hiawatha	2	7,999.41	2,000.00	900.00	64.52	23.53	.....	2,988.05	5,011.36	37	
Holton	3	6,205.54	1,800.00	250.00	360.00	8.72	.....	2,418.72	3,786.82	39	
Horton	3	4,649.17	1,700.00	169.83	235.00	6.48	.....	2,111.31	2,537.86	45	
Howard	3	3,129.76	1,400.00	129.89	225.00	2.00	.....	1,756.89	1,372.87	56	
Humboldt	3	2,765.51	1,300.00	300.00	195.00	2.72	.....	1,797.72	967.79	65	
Hutchinson	2	17,338.25	2,500.00	2,700.00	700.00	143.32	5,085.02	11,128.34	6,209.91	64	
Independence	3	6,781.17	1,800.00	349.73	414.00	12.40	.....	2,576.13	4,205.04	38	
Iola	3	4,061.22	1,500.00	216.48	215.00	6.00	.....	1,937.48	2,123.74	48	
Jewell	3	1,705.60	1,000.00	50.00	174.00	.40	.....	1,224.40	481.20	72	
Junction City	3	7,199.26	1,900.00	300.00	360.00	13.84	.....	2,573.84	4,625.42	36	

Kansas City	1	56,675.57	3,100.00	7,964.48	1,612.78	340.77	19,649.87	32,667.90	24,007.67	58	
Kingman	3	3,808.79	1,500.00	500.00	300.00	6.80		2,306.80	1,501.99	60	
Kinsley	3	2,067.92	1,000.00	300.00	175.50	1.44		1,476.94	590.98	71	
Kiowa	3	1,760.96	1,000.00	176.53	174.00	.72		1,351.25	409.71	77	
Kirwin	3	2,014.65	1,000.00	125.00	116.00	.32		1,241.32	773.33	62	
Lacygne	3	2,188.87	1,200.00	174.87	164.00	1.68		1,540.55	648.32	70	
Larned	3	3,473.91	1,500.00	400.00	254.00	3.92		2,157.92	1,315.99	62	
Lawrence	2	26,231.78	2,700.00	4,000.00	1,500.00	211.50	6,313.21	14,724.71	11,507.07	57	
Leavenworth	2	28,758.24	2,700.00	4,900.00		119.67	9,290.47	17,010.14	11,748.10	59	Do.
Lebanon	3	1,351.01	550.00			.24		550.24	800.77	41	Presidential, Jan. 1, 1897.
Lincoln	3	2,667.89	1,200.00	250.00	212.69	2.16		1,664.85	1,003.04	62	
Lindsborg	3	2,646.60	1,200.00		196.80	1.04		1,397.84	1,249.76	53	
Lyndon	3	2,090.26	1,100.00		190.00	1.84		1,291.84	798.42	62	
Lyons	3	3,531.81	1,400.00	86.57	268.00	4.16		1,758.73	1,773.08	50	
McPherson	2	7,543.97	2,000.00	900.00	365.00	19.37		3,284.37	4,259.60	44	
Manhattan	2	7,802.92	2,000.00	1,000.00	500.00	19.20		3,519.20	4,283.72	45	
Mankato	3	3,502.86	1,400.00	300.00	172.00	3.44		1,875.44	1,627.42	54	
Marion	3	3,686.58	1,500.00	200.00	329.00	4.32		2,033.32	1,653.26	55	
Marysville	3	4,485.81	1,600.00	173.18	210.55	7.44		1,991.17	2,494.64	44	
Medicine Lodge	3	2,191.21	1,100.00	200.00	181.20	4.80		1,486.00	705.21	68	
Minneapolis	3	4,288.43	1,500.00	200.00	294.00	3.76		1,997.76	2,290.67	47	
Mound City	3	2,034.97	1,000.00	300.00	146.00	1.68		1,447.68	587.29	71	
National Military Home	3	2,330.59	1,100.00			2.72		1,102.72	1,227.87	47	In Government building.
Neodesha	3	3,277.64	1,400.00	126.54	141.90	2.80		1,671.24	1,606.40	51	
Newton	2	11,739.33	2,300.00	1,924.00	245.00	19.90	2,627.41	7,116.31	4,623.02	60	
Nickerson	3	2,300.44	1,200.00		150.60	2.24		1,352.84	947.60	59	
Norton	3	3,170.88	1,400.00	350.00	172.00	1.60		1,923.60	1,247.28	61	
Oberlin	3	2,324.57	1,200.00	424.59	223.00	1.44		1,849.03	475.54	80	
Olathe	3	7,150.11	1,800.00		396.35	13.68		2,210.03	4,940.08	31	
Osage City	3	3,981.41	1,600.00	168.16	273.41	6.55		2,048.12	1,933.29	51	Mail bags, 15 cents.
Osawatomie	3	4,228.16	1,500.00		178.80	4.72		1,683.52	2,544.64	40	
Osborne	3	2,620.14	1,200.00	100.00	192.00	.80		1,492.80	1,127.34	57	
Oskaloosa	3	1,938.75	1,000.00		141.25	1.20		1,142.45	796.30	59	
Oswego	3	5,531.58	1,700.00	250.00	224.05	6.24		2,180.29	3,350.29	39	
Ottawa	2	13,306.96	2,400.00	1,949.45	660.00	34.93	8,522.57	8,566.95	4,740.01	64	
Paola	3	6,883.23	1,800.00	250.00	358.00	13.20		2,421.20	4,462.03	35	
Parsons	2	12,901.17	2,400.00	1,800.00	375.00	28.48	3,510.64	8,114.12	4,787.05	63	
Peabody	3	3,786.69	1,500.00	150.00	294.00	3.76		1,947.76	1,838.93	51	
Phillipsburg	3	2,478.28	1,200.00	200.00	223.00	1.04		1,624.04	854.24	66	
Pittsburg	2	10,485.96	2,200.00	1,400.00	350.00	34.96		3,984.96	6,501.00	38	
Pleasanton	3	2,497.61	1,300.00	129.89	174.65	3.44		1,607.98	889.63	64	
Pratt	3	2,564.61	1,300.00	200.00	250.00	1.84		1,751.84	812.77	68	
Russell	3	2,565.24	1,200.00	146.54	221.90	.96		1,569.40	995.84	61	
Sabetha	3	3,171.88	1,400.00		252.00	3.20		1,655.20	1,516.68	52	
St. John	3	2,037.64	1,000.00	200.00	174.00	.96		1,374.96	662.68	67	
St. Marys	3	2,827.09	1,300.00	100.00	163.18	2.32		1,565.50	1,261.59	55	
Salina	2	14,361.96	2,400.00	2,100.00	78.40	99.92	3,477.67	8,155.99	6,205.97	57	In Government building.
Sedan	3	2,131.43	1,000.00	150.00	124.02	1.92		1,275.94	855.49	60	
Seneca	3	4,693.94	1,600.00	253.08	290.00	6.08		2,149.16	2,544.78	46	
Smith Center	3	2,419.14	1,100.00	199.99	196.00	1.44		1,497.43	921.71	62	
Sterling	3	4,273.76	1,500.00	200.00	298.01	4.80		2,002.81	2,270.95	47	
Stockton	3	2,841.08	1,300.00	250.00	230.00	1.36		1,782.36	1,059.72	63	

No. 10.—*Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1897*—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
KANSAS—continued.											
Topeka	1	$104,386.45	$3,300.00	$16,090.81	$250.00	$445.54	$18,344.93	$38,431.28	$65,955.17	37	
Troy	3	2,288.80	1,100.00	.....	130.32	3.04	.....	1,233.36	1,055.44	54	
Valley Falls	3	2,502.87	1,200.00	200.00	217.20	2.24	.....	1,619.44	883.43	65	
Wakeeney	3	1,663.60	1,000.00	265.56	174.00	32	.....	1,439.88	223.72	87	
Wamego	3	2,792.39	1,300.00	250.00	200.00	2.40	.....	1,752.40	1,039.99	63	
Washington	3	3,622.45	1,500.00	60.00	214.85	3.92	.....	1,778.77	1,843.68	49	
Weir	3	3,956.46	1,600.00	.....	211.60	4.64	.....	1,816.24	2,140.22	46	
Wellington	3	6,938.10	1,900.00	300.00	241.45	11.12	.....	2,452.57	4,485.53	35	
Wichita	1	41,936.31	3,000.00	9,300.00	.....	456.53	13,107.57	25,864.10	16,072.21	62	In Government building.
Wilson	3	2,427.89	1,100.00	.....	150.00	64	.....	1,259.64	1,168.25	52	
Winfield	2	12,992.20	2,300.00	1,800.00	800.00	32.03	3,531.89	8,463.92	4,528.28	65	
Yates Center	3	2,938.07	1,300.00	216.48	225.00	2.72	.....	1,744.20	1,193.87	59	
Total	.....	824,681.65	193,150.00	91,015.42	31,445.00	2,758.71	110,236.95	428,606.08	396,075.57	52	
KENTUCKY.											
Ashland	3	6,995.22	1,900.00	250.00	410.00	20.56	.....	2,580.56	4,414.66	37	
Augusta	3	2,408.42	1,300.00	150.00	142.00	6.40	.....	1,598.40	810.02	66	
Bardstown	3	2,683.53	1,200.00	40.00	130.70	2.96	.....	1,373.66	1,309.87	51	
Bowling Green	2	11,504.76	2,200.00	1,700.00	720.00	47.96	3,504.04	8,172.00	3,332.76	71	
Campbellstown	3	858.29	500.00	75.00	52.00	.....	.....	627.00	231.29	73	Presidential, Jan. 1, 1897.
Carlisle	3	2,731.72	1,300.00	200.00	199.00	5.92	.....	1,704.92	1,026.80	62	
Carrollton	3	2,879.75	1,300.00	200.00	234.00	6.48	.....	1,740.48	1,139.27	60	
Catlettsburg	3	4,016.46	1,600.00	150.00	295.32	17.20	.....	2,062.52	1,953.94	51	
Clinton	3	2,282.10	1,100.00	.....	146.85	3.04	.....	1,249.89	1,032.21	55	
Cloverport	3	2,118.66	1,100.00	240.00	98.00	2.24	.....	1,440.24	678.44	68	
Covington	2	27,275.89	2,800.00	5,908.34	.....	395.73	12,222.37	21,326.44	5,949.45	78	In Government building.
Cynthiana	3	5,291.86	1,700.00	300.00	297.50	13.04	.....	2,310.54	2,981.32	44	
Danville	2	9,053.57	2,000.00	1,007.65	500.00	30.20	.....	3,537.85	5,515.72	39	
Elizabethtown	3	3,666.79	1,400.00	200.00	184.29	11.12	.....	1,795.41	1,871.38	49	
Elkton	3	2,150.83	1,100.00	100.00	131.95	2.88	.....	1,334.83	816.00	62	
Eminence	3	2,862.00	1,300.00	50.00	152.00	5.12	.....	1,507.12	1,354.88	53	
Flemingsburg	3	2,237.47	1,200.00	200.00	129.10	5.68	.....	1,534.78	702.69	69	
Frankfort	2	14,049.48	2,500.00	2,600.00	.....	121.19	4,135.74	9,356.93	4,692.55	67	Do.
Franklin	3	3,428.24	1,400.00	200.00	252.00	8.00	.....	1,860.00	1,568.24	54	
Fulton	3	3,970.52	1,500.00	150.00	280.00	8.56	.....	1,938.56	2,031.96	49	
Georgetown	3	6,211.59	1,800.00	300.00	310.00	23.60	.....	2,433.60	3,777.99	39	
Glasgow	3	3,423.54	1,400.00	400.00	230.50	7.12	.....	2,037.62	1,385.92	60	
Greenville	3	1,996.88	1,000.00	60.00	140.00	2.96	.....	1,202.96	793.92	60	
Harrodsburg	3	5,063.03	1,600.00	350.00	355.96	14.56	.....	2,320.52	2,742.41	46	

Henderson	2	12,939.52	2,300.00	1,818.17	500.00	37.47	3,660.13	8,315.77	4,623.75	64	
Hickman	3	2,336.50	1,100.00	76.00	143.00	3.04	.....	1,322.04	1,014.46	57	
Hopkinsville	2	10,642.17	2,200.00	1,500.00	588.40	102.74	.....	4,391.14	6,251.03	41	
Lancaster	3	2,743.00	1,200.00	249.96	197.75	4.08	.....	1,651.79	1,091.21	60	
Lawrenceburg	3	2,531.19	1,200.00	350.00	223.00	6.56	.....	1,779.56	751.63	70	
Lebanon	3	5,062.92	1,700.00	300.00	358.00	5.12	.....	2,363.12	2,699.80	47	
Lexington	1	42,442.60	3,000.00	7,200.00	.....	366.50	10,128.12	20,694.62	21,747.98	49	Do.
London	3	2,678.50	1,100.00	180.00	170.00	5.92	.....	1,455.92	1,222.58	54	
Louisville	1	423,392.79	3,900.00	71,413.12	.....	2,693.86	95,442.89	173,449.87	249,942.92	41	Do.
Ludlow	3	2,124.11	1,000.00	30.00	155.46	12.24	.....	1,197.70	926.41	56	
Madisonville	3	3,033.24	1,500.00	30.00	131.55	8.80	.....	1,670.35	2,262.89	42	
Mayfield	3	5,506.20	1,700.00	500.00	308.00	8.80	.....	2,516.80	2,989.40	46	
Maysville	2	11,018.17	2,300.00	1,800.00	700.00	37.17	2,629.53	7,466.70	3,551.47	68	
Middlesboro	3	4,572.66	1,500.00	20.00	234.00	12.80	.....	1,766.80	2,805.86	39	
Midway	3	2,040.18	1,100.00	.....	113.30	4.88	.....	1,218.18	822.00	60	
Millersburg	3	1,842.51	1,000.00	.....	106.30	3.52	.....	1,109.82	732.69	66	
Morganfield	3	2,939.26	1,400.00	150.00	135.12	3.52	.....	1,688.64	1,250.62	57	
Mount Sterling	3	6,631.42	1,800.00	349.96	420.00	36.72	.....	2,606.68	4,024.74	39	
Newport	2	31,752.36	2,800.00	5,676.37	1,650.00	402.35	12,760.43	23,289.15	8,463.21	73	
Nicholasville	3	3,589.70	1,500.00	300.00	298.00	10.88	.....	2,108.88	1,480.82	59	
Owensboro	2	17,573.59	2,500.00	2,771.99	.....	52.57	4,381.31	9,705.87	7,867.72	55	Do.
Paducah	2	27,450.83	2,600.00	3,420.00	.....	133.80	5,247.03	11,400.83	16,050.00	42	Do.
Paris	2	8,284.01	2,000.00	1,100.00	430.00	55.85	.....	3,585.85	4,698.16	43	
Pineville	3	2,279.82	1,100.00	100.00	166.00	5.28	.....	1,371.28	908.54	60	
Princeton	3	3,331.41	1,400.00	200.00	275.00	7.68	.....	1,882.68	1,448.73	57	
Richmond	3	6,209.37	1,800.00	500.00	360.00	30.00	.....	2,690.00	3,519.37	43	
Russellville	3	4,307.78	1,600.00	200.00	148.00	9.92	.....	1,957.92	2,349.86	45	
Shelbyville	3	5,640.29	1,700.00	450.00	360.00	15.04	.....	2,525.04	3,115.25	45	
Somerset	3	4,572.58	1,600.00	225.00	245.48	8.80	.....	2,079.28	2,493.30	45	
Stanford	3	3,425.88	1,400.00	60.00	203.60	8.72	.....	1,672.32	1,753.56	49	
Uniontown	3	1,854.17	1,100.00	.....	149.30	2.32	.....	1,251.62	602.55	68	
Versailles	3	3,993.91	1,600.00	300.00	327.00	9.36	.....	2,236.36	1,757.55	56	
Williamsburg	3	2,252.43	1,200.00	90.00	73.00	4.40	.....	1,367.40	885.03	61	
Winchester	2	7,202.83	2,000.00	900.00	450.00	55.68	.....	3,405.68	3,797.15	47	
Total	.....	808,259.42	95,100.00	117,091.56	15,010.43	4,928.91	154,111.59	386,242.49	422,016.93	48	
LOUISIANA.											
Alexandria	3	7,069.82	1,700.00	400.00	.....	24.80	.....	2,124.80	4,945.02	30	In Government building.
Baton Rouge	2	13,481.64	2,400.00	1,900.00	204.31	127.43	3,507.39	8,139.13	5,342.51	60	Do.
Clinton	3	999.07	500.00	.....	37.25	1.53	.....	538.78	460.29	54	Presidential, Jan. 1, 1897; mail bags, 25 cents.
Crowley	3	4,007.61	1,500.00	80.00	109.20	8.08	.....	1,697.28	2,310.33	42	
Donaldsonville	3	4,543.29	1,500.00	200.00	217.75	16.60	.....	1,934.35	2,608.94	43	
Franklin	3	4,983.02	1,600.00	150.00	256.00	16.60	.....	2,022.60	2,960.42	41	
Hammond	3	2,654.87	1,200.00	.....	136.00	2.24	.....	1,338.24	1,316.63	50	
Houma	3	4,208.50	1,400.00	12.50	182.63	12.80	.....	1,607.93	2,600.57	38	
Jeanerette	3	2,863.63	1,200.00	.....	66.00	4.16	.....	1,270.16	1,593.47	44	
Jennings	3	1,691.70	825.00	.....	93.73	2.00	.....	920.73	770.97	54	Presidential, Oct. 1, 1896.
Lafayette	3	3,071.98	1,300.00	.....	123.50	11.28	.....	1,434.78	1,637.20	47	
Lake Charles	2	9,623.48	2,200.00	1,374.73	380.00	19.60	.....	3,974.33	5,649.15	41	

No. 10.—*Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1897*—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
LOUISIANA—continued.											
Mansfield	3	$954.77	$500.00	$75.00	$75.00	$1.28		$652.28	$302.49	68	Presidential, Jan. 1, 1897.
Monroe	2	8,851.01	2,000.00	1,000.00		27.04		3,027.04	5,823.97	34	In Government building.
Morgan City	3	3,132.64	1,400.00		146.78	7.68		1,554.46	1,578.18	50	
Natchitoches	3	3,256.36	1,400.00	250.00	132.00	5.69		1,787.69	1,468.67	55	Mail bags, 25 cents.
New Iberia	3	6,779.06	1,800.00	300.00	198.00	22.40		2,320.40	4,458.66	34	
New Orleans	1	415,614.11	3,900.00	84,604.76	3,500.00	4,925.56	$109,419.83	206,350.15	209,263.96	50	In Government building.
Opelousas	3	3,917.28	1,500.00	100.00		14.88		1,614.88	2,302.40	41	Do.
Patterson	3	2,906.66	1,400.00		132.25	4.08		1,536.33	1,370.33	53	
Plaquemine	3	4,343.77	1,600.00	150.00	310.00	18.48		2,078.48	2,265.29	48	
Ruston	3	2,617.81	1,200.00	200.00	135.00	2.48		1,537.48	1,080.33	59	
Saint Francisville	3	2,003.38	1,100.00	150.00	161.00	2.08		1,413.08	590.30	71	
Shreveport	2	25,230.41	2,600.00	3,024.00		74.00	4,604.17	10,302.17	14,928.24	41	Do.
Thibodeaux	3	3,798.49	1,500.00	240.00	222.50	12.96		1,975.46	1,823.03	52	
Total		542,604.36	39,225.00	94,210.99	6,819.90	5,365.73	117,581.39	263,153.01	279,451.35	48	
MAINE.											
Auburn	2	19,595.08	2,500.00	2,772.00	859.51	50.89	6,154.29	12,336.69	7,258.39	63	
Augusta	1	101,613.31	3,300.00	22,618.98		364.56	7,046.19	33,329.73	68,283.58	32	In Government building.
Bangor	1	53,283.90	3,100.00	8,596.00		396.47	9,933.02	22,025.49	31,258.41	41	Do.
Bar Harbor	2	9,590.20	2,100.00	1,550.00	510.39	57.52		4,217.81	5,372.39	44	
Bath	2	13,241.59	2,400.00	2,474.00		90.45	4,258.93	9,223.38	4,018.21	70	Mail bags, 50 cents; in Government building.
Belfast	2	7,938.33	2,000.00	1,400.00		22.00	2,628.77	6,050.77	1,887.56	76	In Government building.
Bethel	3	2,811.54	1,300.00		200.00	4.16		1,504.16	1,307.38	54	
Biddeford	2	10,053.93	2,200.00	1,700.00	925.00	51.22	4,127.96	9,004.18	1,049.75	90	
Boothbay Harbor	3	2,085.22	1,000.00	200.01	118.40	8.08		1,321.49	763.73	63	
Brewer	3	2,294.23	1,100.00		186.00	16.00		1,302.00	992.23	57	
Bridgton	3	3,086.63	1,400.00	200.00	173.00	8.24		1,781.24	1,305.39	58	
Brunswick	2	9,812.08	2,100.00	1,303.74	600.00	41.89		4,045.63	5,766.45	41	
Bucksport	3	3,492.02	1,500.00	300.00	204.00	8.24		2,012.24	1,479.78	58	
Calais	3	7,768.91	1,900.00	800.00	410.00	17.28		3,127.28	4,641.63	40	
Camden	3	4,756.99	1,600.00	250.00	325.00	14.80		2,189.80	2,567.19	46	
Caribou	3	3,768.88	1,500.00	250.00	254.00	3.44		2,007.44	1,761.44	53	
Cumberland Mills	3	2,246.18	1,100.00		166.00	5.84		1,271.84	974.34	57	
Dexter	3	3,924.07	1,500.00	400.00	304.00	11.60		2,215.60	1,708.47	56	
Dover	3	2,144.06	1,100.00		140.00	5.44		1,245.44	898.61	58	
Eastport	3	4,681.46	1,700.00	450.00		8.64		2,158.64	2,522.82	46	Do.
Ellsworth	3	5,799.39	1,700.00	700.00		19.92		2,419.92	3,379.47	42	Do.
Fairfield	3	3,643.56	1,500.00	12.50	254.00	8.48		1,774.98	1,868.58	49	

Gorham	3	1,919.65	1,000.00	.....	144.00	7.36	.....	1,151.36	768.29	60	
Guilford	3	2,003.14	1,000.00	.....	174.00	4.88	.....	1,178.88	824.26	59	
Hallowell	3	5,964.39	1,700.00	.....	346.00	14.56	.....	2,060.56	3,903.83	35	
Houlton	2	7,367.50	2,000.00	1,100.00	.....	24.10	.....	3,124.10	4,243.40	42	Do.
Kennebunk	3	3,581.77	1,500.00	.....	195.00	17.00	.....	1,712.00	1,869.77	48	
Lewiston	2	27,119.27	2,700.00	3,596.00	.....	113.07	8,806.24	15,215.31	11,903.96	56	Do.
Lisbon Falls	3	2,274.04	1,100.00	.....	185.00	5.76	.....	1,290.76	983.28	57	
Livermore Falls	3	3,586.76	1,300.00	.....	187.50	11.84	.....	1,499.34	2,087.42	42	
Machias	3	2,876.96	1,200.00	250.00	.....	5.12	.....	1,455.12	1,421.84	51	Do.
Madison	3	2,268.50	1,100.00	7.50	187.00	4.56	.....	1,299.06	969.44	57	
Mechanic Falls	3	3,011.14	1,300.00	.....	202.00	7.76	.....	1,509.76	1,501.38	50	
Newport	3	2,028.04	1,000.00	.....	144.00	5.36	.....	1,149.36	878.68	57	
North Berwick	3	2,063.99	1,100.00	.....	146.00	7.52	.....	1,253.52	810.47	61	
Norway	3	4,904.97	1,600.00	200.00	306.00	10.24	.....	2,116.24	2,788.73	43	
Oakland	3	2,610.89	1,400.00	100.00	94.26	6.88	.....	1,601.14	1,009.75	61	
Oldtown	3	4,406.20	1,600.00	.....	254.00	20.24	.....	1,874.24	2,531.96	43	
Orono	3	3,049.34	1,300.00	30.00	150.00	10.57	.....	1,490.57	1,558.77	49	Mail bags, 25 cents.
Pittsfield	3	3,969.59	1,500.00	200.00	304.00	12.96	.....	2,016.96	1,952.63	51	
Portland	1	142,705.58	3,400.00	23,790.00	.....	1,116.81	20,695.20	49,002.01	93,703.57	34	In Government building.
Presque Isle	3	3,359.92	1,500.00	200.00	256.27	4.00	.....	1,960.27	1,399.65	58	
Richmond	3	3,059.75	1,400.00	150.00	236.80	8.80	.....	1,795.60	1,264.15	59	
Rockland	2	15,223.07	2,500.00	2,300.00	.....	.....	4,386.65	9,186.65	6,036.42	60	Do.
Rumford Falls	3	3,956.98	1,500.00	100.00	307.00	6.40	.....	1,913.40	2,043.58	48	
Saco	3	6,886.04	1,800.00	300.00	410.00	30.48	.....	2,540.48	4,345.56	37	
Sanford	3	3,791.94	1,500.00	.....	302.99	7.28	.....	1,810.27	1,981.67	48	
Skowhegan	2	7,928.12	2,000.00	1,100.00	650.00	23.60	.....	3,773.60	4,154.52	48	
South Berwick	3	3,147.78	1,400.00	.....	202.00	16.08	.....	1,618.08	1,529.70	51	
South Paris	3	3,266.42	1,300.00	.....	175.00	6.72	.....	1,481.72	1,784.70	48	
Springvale	3	2,226.79	1,200.00	150.00	124.00	6.24	.....	1,480.24	746.55	66	
Thomaston	3	3,721.13	1,500.00	150.00	277.00	7.84	.....	1,934.84	1,786.29	52	
Togus	3	2,460.36	1,100.00	22.50	146.00	4.80	.....	1,273.30	1,187.06	52	
Vinalhaven	3	1,944.71	1,100.00	.....	156.00	4.00	.....	1,260.00	684.71	65	
Waldoboro	3	2,410.43	1,200.00	200.00	.....	5.84	.....	1,405.84	1,004.59	58	Do.
Waterville	2	18,194.35	2,500.00	2,498.68	600.00	63.30	4,385.55	10,047.53	8,146.82	55	
Westbrook	3	5,151.35	1,500.00	.....	306.00	11.44	.....	1,817.44	3,333.91	35	
Winthrop	3	2,522.79	1,200.00	40.00	144.60	4.24	.....	1,388.84	1,133.95	55	
Wiscasset	3	1,974.42	1,000.00	120.00	.....	6.64	.....	1,126.64	847.78	57	
Woodfords	3	2,860.99	1,200.00	.....	223.00	20.00	.....	1,443.00	1,417.99	50	
Total	.....	624,191.85	104,800.00	84,481.91	14,662.47	2,937.99	72,422.80	279,305.17	344,886.68	45	
MARYLAND.											
Annapolis	2	10,927.85	2,400.00	1,600.00	669.80	142.59	2,628.22	7,440.61	3,487.24	68	
Baltimore	1	899,885.88	6,000.00	186,047.47	3,301.90	11,215.09	314,210.37	520,774.83	379,111.05	58	In Government building.
Belair	3	4,625.39	1,600.00	80.00	201.00	14.24	.....	1,895.24	2,730.15	41	
Cambridge	3	5,745.13	1,800.00	220.00	289.21	10.48	.....	2,319.69	3,425.44	40	

No. 10.—*Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1897*—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
MARYLAND—continued.											
Centerville	3	$3,631.72	$1,500.00	$200.00	$300.00	$8.96	.....	$2,008.96	$1,622.76	55	
Chestertown	3	4,296.18	1,600.00	100.00	220.02	7.52	.....	1,927.54	2,368.64	45	
Cristield	3	3,317.19	1,400.00	150.00	158.48	5.52	.....	1,714.00	1,603.19	52	
Cumberland	2	26,274.58	2,700.00	2,707.61	731.25	225.76	$4,376.64	10,741.26	15,533.32	41	
Denton	3	1,727.67	825.00	112.50	85.80	3.76	.....	1,027.06	700.61	59	Presidential, Oct. 1, 1896.
Easton	3	6,865.48	1,800.00	400.00	360.00	16.72	.....	2,576.72	4,288.76	38	
Elkton	3	5,608.53	1,700.00	550.00	249.10	49.36	.....	2,548.46	3,060.07	45	
Emmitsburg	3	2,266.86	1,100.00	.....	123.00	9.36	.....	1,232.36	1,034.50	54	
Frederick	2	14,937.74	2,400.00	1,763.04	1,000.00	83.84	3,502.92	8,749.80	6,187.94	59	
Frostburg	3	5,217.85	1,600.00	200.00	325.19	20.56	.....	2,145.75	3,072.10	41	
Hagerstown	2	20,918.45	2,600.00	2,861.69	850.00	134.28	4,378.05	10,824.02	10,094.43	52	
Havre de Grace	3	3,597.15	1,400.00	150.00	144.45	17.84	.....	1,712.29	1,884.86	48	
Laurel	3	2,942.37	1,400.00	150.00	174.00	19.84	.....	1,743.84	1,198.53	59	
Lonaconing	3	3,475.74	1,400.00	.....	201.00	9.76	.....	1,610.76	1,864.98	46	
Oakland	3	3,939.08	1,500.00	160.00	218.85	15.04	.....	1,893.89	2,045.19	48	
Pocomoke City	3	3,104.69	1,400.00	40.00	244.41	6.80	.....	1,691.21	1,413.48	54	
Port Deposit	3	2,776.85	1,300.00	60.00	200.00	10.16	.....	1,570.16	1,206.69	57	
Princess Anne	3	2,644.38	1,200.00	150.00	172.36	6.72	.....	1,529.08	1,115.30	58	
Risingsun	3	2,536.77	1,100.00	65.00	117.10	1.84	.....	1,283.94	1,252.83	51	
Rockville	3	3,121.19	1,300.00	250.00	290.00	17.92	.....	1,857.92	1,263.27	60	
Salisbury	3	6,594.85	1,800.00	200.00	328.00	14.56	.....	2,342.56	4,252.29	36	
Snowhill	3	2,880.53	1,300.00	200.00	174.30	6.24	.....	1,680.54	1,199.99	58	
Westminster	3	5,974.66	1,700.00	500.00	358.00	24.08	.....	2,582.08	3,392.58	43	
Total	.....	1,059,834.76	47,825.00	198,917.31	11,487.22	12,098.84	329,096.20	599,424.57	460,410.19	57	
MASSACHUSETTS.											
Abington	3	3,452.91	1,500.00	.....	237.00	17.68	.....	1,754.68	1,698.23	51	
Adams	2	12,129.29	2,000.00	800.00	1.00	40.63	.....	2,841.63	9,287.66	23	
Amesbury	2	11,195.75	2,300.00	1,623.98	775.00	66.93	5,648.78	10,414.64	781.11	93	
Amherst	2	12,568.92	2,300.00	1,800.00	650.00	69.06	1,333.08	6,152.14	6,416.78	49	
Andover	2	11,396.93	2,300.00	1,500.00	500.00	87.77	.....	4,387.77	7,009.16	39	
Arlington	3	9,085.73	1,831.32	1,082.14	376.16	58.88	.....	3,348.50	5,737.23	37	Discontinued Apr. 30, 1897.
Ashburnham	3	2,022.02	1,100.00	.....	146.25	8.00	.....	1,254.25	767.77	62	
Ashland	3	3,223.28	1,200.00	.....	159.75	17.76	.....	1,377.51	1,845.77	43	
Athol	2	11,799.42	2,300.00	1,700.00	650.00	42.26	.....	4,692.26	7,107.16	40	
Athol Center	3	3,454.36	1,400.00	.....	225.06	9.04	.....	1,634.10	1,820.26	47	
Attleboro	2	15,270.12	2,400.00	2,224.00	694.38	143.67	3,498.50	8,960.55	6,309.57	58	
Attleboro Falls	3	2,739.69	1,100.00	.....	186.00	5.04	.....	1,291.04	1,448.65	47	
Auburndale	2	12,841.96	2,300.00	1,400.00	463.16	84.48	.....	4,247.64	8,594.32	33	

Ayer	3	4,096.38	1,500.00	.....	304.00	20.32	.....	1,824.32	2,272.06	45			
Baldwinsville	3	2,709.52	1,800.00	.....	162.15	6.52	.....	1,467.67	1,301.85	53			
Barre	3	5,806.59	1,800.00	.....	219.00	9.84	.....	2,028.84	3,777.75	58			
Beverly	2	14,585.82	2,400.00	.....	800.00	115.44	5,900.61	11,216.05	3,369.77	77			
Boston	1	2,757,606.47	6,000.00	2,000.00	26,193.99	38,988.24	644,932.82	1,247,198.57	1,510,405.90	45	In Government building.		
Bradford	3	3,318.58	1,400.00	530,084.52	250.00	39.44	.....	1,680.44	1,029.14	51			
Braintree	3	3,082.64	1,300.00	.....	235.00	22.40	.....	1,557.40	1,475.24	61			
Bridgewater	3	5,384.29	1,700.00	.....	223.00	33.20	.....	1,965.20	3,418.09	57			
Brockton	1	51,088.06	3,100.00	7,615.53	2,200.00	713.02	16,003.43	29,692.03	21,390.03	58			
Brookfield	3	3,140.84	1,400.00	.....	176.49	11.44	.....	1,587.93	1,552.91	51			
Campello	3	8,969.10	1,900.00	.....	420.00	86.08	.....	2,356.08	6,603.02	27			
Canton	3	4,927.77	1,500.00	150.00	174.13	16.72	.....	1,840.85	3,086.92	37			
Chester	3	2,580.80	1,200.00	.....	180.00	4.00	.....	1,334.00	1,246.80	52			
Chestnut Hill	3	4,672.63	1,600.00	.....	187.00	22.60	.....	1,810.60	2,862.03	39			
Chicopee	2	10,580.29	2,100.00	1,100.00	500.00	57.28	.....	3,757.28	6,823.01	35			
Chicopee Falls	2	13,614.97	2,300.00	1,700.00	480.00	47.46	.....	4,527.46	9,087.51	33			
Clinton	2	12,045.30	2,300.00	1,600.00	590.00	118.40	4,381.03	8,989.43	3,055.87	75			
Cohasset	3	2,587.65	1,100.00	.....	168.00	28.40	.....	1,296.40	1,291.25	50			
Concord	3	6,410.84	1,700.00	.....	355.65	45.52	.....	2,101.17	4,309.67	33			
Concord Junction	3	28,778.50	1,800.00	503.00	269.00	9.84	.....	2,581.84	26,196.66	09			
Cottage City	3	6,052.14	1,800.00	240.00	420.00	39.92	.....	2,499.92	3,552.22	41			
Dalton	3	4,059.91	1,600.00	.....	194.45	14.64	.....	1,809.09	2,250.82	44			
Danvers	3	6,396.68	1,800.00	.....	360.00	34.64	.....	2,194.64	4,202.04	34			
Dedham	2	12,521.48	2,200.00	1,400.00	380.00	78.38	.....	4,058.38	8,463.10	32			
Dighton	3	2,599.40	1,000.00	.....	142.00	11.44	.....	1,153.44	1,445.96	44			
Easthampton	3	6,709.10	1,900.00	.....	395.00	82.56	.....	2,327.56	4,381.54	35			
East Northfield	3	4,910.70	1,700.00	.....	198.00	14.32	.....	1,912.32	2,998.38	39			
East Pepperell	3	3,225.76	1,400.00	.....	250.00	23.04	.....	1,673.04	1,552.72	52			
East Walpole	3	2,863.20	1,200.00	.....	140.00	6.80	.....	1,346.80	1,516.40	47			
East Weymouth	3	4,330.55	1,600.00	.....	212.00	28.56	.....	1,840.56	2,489.99	43			
Everett	2	18,598.15	2,500.00	2,411.00	720.00	271.59	8,038.00	13,940.59	4,657.56	76			
Fairhaven	3	5,412.83	1,700.00	.....	304.00	25.62	.....	2,029.62	3,383.21	38	Do.		
Fall River	1	66,019.03	3,200.00	10,633.25	.....	533.64	29,863.09	44,229.98	21,789.05	67			
Falmouth	3	3,353.69	1,300.00	.....	134.00	14.72	.....	1,448.72	1,904.97	43			
Fitchburg	1	40,924.95	3,000.00	5,807.34	2,200.00	489.23	9,583.13	21,079.70	19,845.25	52			
Florence	3	4,582.32	1,700.00	.....	250.26	22.16	.....	1,972.42	2,609.90	43			
Foxboro	3	4,805.16	1,600.00	.....	310.50	22.80	.....	1,933.30	2,871.86	40			
Framingham	3	4,073.71	1,800.00	.....	210.00	23.60	.....	1,833.60	2,240.11	45			
Franklin	3	7,694.82	1,900.00	.....	410.00	43.28	.....	2,353.28	5,341.54	31			
Gardner	2	9,631.88	2,100.00	1,000.00	234.00	28.48	.....	3,362.48	6,269.40	35			
Georgetown	3	2,658.67	1,300.00	100.00	175.35	11.12	.....	1,586.47	1,072.20	60	Do.		
Gloucester	2	29,088.56	2,700.00	4,024.00	.....	114.58	10,808.99	17,647.57	11,440.99	61			
Grafton	3	2,162.27	1,100.00	.....	185.00	8.32	.....	1,293.32	868.95	60			
Great Barrington	3	8,328.64	1,900.00	300.00	360.00	32.00	.....	2,592.00	5,736.64	30			
Greenfield	2	19,838.01	2,500.00	2,054.35	675.00	110.49	3,502.94	9,442.18	10,395.83	48			
Groton	3	2,837.73	1,300.00	.....	126.30	21.12	.....	1,447.42	1,390.31	51			
Haverhill	1	45,352.30	3,100.00	7,307.54	.....	650.41	13,838.43	24,896.38	20,455.92	55	Do.		
Hitchlandville	3	4,637.43	1,500.00	.....	149.00	8.00	.....	1,657.00	2,980.43	36			
Hingham	3	5,056.21	1,700.00	250.00	213.00	39.36	.....	2,202.36	2,853.85	44			
Holliston	3	3,499.11	1,500.00	.....	227.00	14.32	.....	1,741.32	1,757.79	50			
Holyoke	1	56,484.46	3,100.00	7,100.00	1,874.00	602.42	15,180.22	27,856.64	28,627.82	49			
Hopedale	3	2,355.42	1,500.00	.....	154.00	13.76	.....	1,667.76	1,687.66	50			

No. 10.—*Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1897*—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
MASSACHUSETTS—cont.											
Hopkinton	3	$2,427.81	$1,200.00	.....	$223.00	$10.32	.....	$1,433.32	$994.49	59	Mail bags, 40 cents.
Hudson	3	7,161.53	1,900.00	.....	390.00	35.36	.....	2,325.36	4,836.17	32	
Hyannis	3	3,537.27	1,500.00	$70.00	200.00	20.80	.....	1,790.80	1,746.47	51	
Hydepark	2	19,181.40	2,500.00	3,176.30	1,000.00	227.76	$7,383.20	14,287.26	4,894.14	75	
Indian Orchard	3	2,842.61	1,300.00	.....	150.00	10.00	.....	1,460.00	1,382.61	51	
Ipswich	3	5,327.56	1,700.00	.....	257.99	38.64	.....	1,996.63	3,330.93	37	
Lawrence	1	48,063.43	3,100.00	7,195.05	2,450.00	752.68	18,566.70	32,064.43	15,999.00	67	
Lee	3	5,672.67	1,700.00	.....	352.89	21.44	.....	2,074.33	3,598.34	37	
Leicester	3	1,434.13	750.00	.....	75.00	8.16	.....	833.16	600.97	58	Presidential, Oct. 1, 1896.
Lenox	3	5,517.92	1,700.00	100.00	257.25	89.68	.....	2,096.93	3,420.99	38	
Leominster	2	14,271.95	2,400.00	1,990.44	500.00	70.68	3,515.63	8,476.75	5,795.20	59	
Lexington	3	4,481.60	1,600.00	.....	174.00	46.32	.....	1,820.32	2,661.28	41	
Lowell	1	156,705.37	3,600.00	21,416.00	.....	1,120.61	41,574.87	67,711.48	88,993.89	43	In Government building.
Lynn	1	113,230.47	3,300.00	13,910.00	2,700.00	1,184.86	29,584.20	50,679.06	62,551.41	45	
Malden	2	33,993.07	2,700.00	3,914.93	1,193.30	597.47	14,513.39	22,919.09	11,073.98	67	
Manchester	3	4,248.64	1,500.00	80.00	199.90	42.32	.....	1,822.22	2,426.42	43	
Mansfield	3	4,794.35	1,600.00	.....	210.00	19.68	.....	1,829.68	2,964.67	38	
Marblehead	2	10,273.13	2,200.00	1,500.00	220.00	113.44	.....	4,033.44	6,239.69	39	
Marlboro	2	16,651.30	2,400.00	2,100.00	550.00	118.09	6,148.88	11,316.97	5,334.33	68	
Maynard	3	2,831.83	1,300.00	.....	245.46	10.48	.....	1,555.94	1,275.89	55	
Medfield	3	3,128.59	1,300.00	.....	220.91	13.60	.....	1,534.51	1,594.08	49	
Medford	2	18,167.16	2,500.00	1,972.00	389.21	176.36	5,782.74	10,820.31	7,346.85	60	
Medway	3	2,071.94	1,000.00	.....	135.14	9.28	.....	1,144.42	927.52	55	
Melrose	2	19,807.19	2,700.00	2,696.00	783.16	231.75	5,268.81	11,679.72	8,127.47	59	
Melrose Highlands	3	4,474.44	1,800.00	.....	254.00	41.28	.....	2,095.28	2,379.16	47	
Merrimac	3	2,587.50	1,300.00	.....	228.00	9.76	.....	1,537.76	1,049.74	59	
Methuen	3	4,078.77	1,600.00	.....	116.32	23.28	.....	1,739.60	2,339.17	43	
Middleboro	2	16,950.80	2,400.00	1,900.00	500.00	49.82	2,635.18	7,485.00	9,465.80	44	
Milford	2	12,872.84	2,400.00	1,700.00	900.00	79.67	4,547.38	9,627.05	3,245.79	74	
Millbury	3	3,791.57	1,600.00	200.00	236.00	23.52	.....	2,059.52	1,732.05	54	
Milton	3	7,394.28	1,900.00	.....	300.00	51.52	.....	2,251.52	5,142.76	30	
Mittineague	3	3,149.90	1,200.00	.....	163.89	6.64	.....	1,370.53	1,779.37	44	
Monson	3	4,379.34	1,650.00	.....	304.50	20.08	.....	1,924.58	2,454.76	44	
Nantucket	3	6,915.77	1,800.00	150.00	200.00	29.68	.....	2,239.68	4,676.09	32	
Natick	2	11,276.13	2,300.00	1,700.00	851.25	.93	3,518.40	8,370.64	2,905.49	74	
Needham	3	2,665.78	1,300.00	.....	163.80	16.32	.....	1,480.12	1,185.66	56	
New Bedford	1	68,153.53	3,200.00	10,198.91	.....	852.12	25,808.00	40,059.03	28,094.50	61	Do.
Newburyport	2	22,788.24	2,600.00	3,324.00	1,113.57	108.41	7,886.02	15,042.00	7,746.24	66	
Newton	2	12,791.14	2,400.00	1,800.00	900.00	176.08	6,027.37	11,303.45	2,487.69	82	
Newton Center	2	11,236.78	2,200.00	1,400.00	500.00	112.96	.....	4,212.96	7,023.82	37	
Newton Highlands	3	7,761.66	1,800.00	.....	330.08	42.16	.....	2,172.24	5,589.42	28	

Northampton	3	20,000.00	4,100.00		500.00	421.00		20,000.00	1,159.01				52
North Andover Depot	3	2,215.97	1,000.00		137.25	21.76			1,038.96				44
North Attleboro	2	9,904.22	2,200.00		650.00	68.22		4,342.22	5,902.00				36
Northboro	3	8,159.24	1,000.00	1,424.00	117.75	15.76		2,144.88	2,025.73				27
North Brookfield	3	7,917.96	1,000.00		220.00	24.88		2,144.88	5,773.08				39
North Easton	3	4,280.70	1,500.00		126.97	24.24		1,651.21	2,629.55				38
Norwood	3	9,730.10	2,100.00	1,280.00	810.00	39.04		3,699.04	6,031.06				38
Orange	2	9,616.77	2,100.00	1,000.00	500.00	21.22		3,631.22	5,985.55				39
Palmer	3	7,675.05	1,800.00	400.00	288.33	38.40		2,526.73	5,148.32				39
Peabody	2	13,880.65	2,400.00	1,664.78	574.16	73.21	4,626.78	9,358.93	4,521.72				67
Pittsfield	2	87,906.70	2,900.00	5,800.00	1,574.96	871.33	9,014.10	19,180.39	18,746.31				51
Plymouth	2	13,167.24	2,400.00	1,900.00	675.00	92.96	8,320.09	8,388.05	4,779.19				64
Provincetown	3	4,421.18	1,600.00		277.50	15.28		1,892.78	2,528.40				43
Quincy	2	21,742.51	2,600.00	2,724.00	1,000.00	230.76	8,492.43	15,047.19	6,695.32				69
Randolph	3	3,295.29	1,400.00		277.00	26.48		1,703.48	1,591.81				53
Reading	3	7,933.07	1,900.00		200.00	57.04		2,157.04	5,776.03				27
Rockland	3	6,846.11	1,800.00	200.00	410.00	36.88		2,446.88	4,399.23				36
Rockport	3	2,890.77	1,400.00		210.00	17.04		1,627.04	1,263.73				56
Salem	1	47,375.36	3,100.00	3,011.35	2,553.26	708.42	14,328.97	28,702.00	18,673.36				61
Sandwich	3	2,814.35	1,300.00		210.00	11.44		1,621.44	1,292.91				54
Sharon	3	2,514.39	1,100.00		115.00	18.72		1,243.72	1,310.67				48
Shelburne Falls	3	4,870.20	1,600.00	200.00	231.00	16.28		2,046.28	2,823.92				42
South Ashburnham	3	1,117.87	500.00		56.75	1.76		558.51	559.36				50
South Braintree	3	3,010.97	1,500.00		171.00	10.36		1,690.36	1,329.61				56
Southbridge	2	7,930.14	2,000.00	900.00	449.75	36.38		3,386.63	4,563.51				43
South Framingham	2	12,657.20	2,400.00	1,900.00	750.00	91.32	3,531.61	8,672.93	3,944.27				69
South Gardner	3	3,037.79	1,100.00		152.25	7.04		1,259.29	1,778.50				41
South Hadley Falls	2	2,622.20	1,400.00		236.25	10.16		1,646.41	975.79				63
South Weymouth	3	4,708.70	1,600.00		256.00	20.80		1,876.80	2,831.90				40
Spencer	3	7,458.19	1,900.00		410.00	33.28		2,343.28	5,114.91				31
Springfield	1	180,508.78	3,500.00	23,359.82		1,960.31	28,062.62	55,852.75	123,656.03	In Government building.			
Stockbridge	3	3,934.61	1,800.00		304.00	19.60		1,823.60	2,111.01				46
Stoneham	2	7,945.09	2,000.00	1,500.00	500.00	73.36		4,073.36	3,871.73				51
Stoughton	3	5,227.64	1,600.00		250.00	33.44		1,883.44	3,344.20				36
Swampscott	3	3,589.54	1,500.00		198.89	48.56		1,747.45	1,842.09				49
Taunton	2	33,757.56	2,900.00	4,610.87	2,000.00	553.88	14,290.82	24,355.57	9,401.99				72
Turners Falls	3	5,244.76	1,700.00		308.00	13.68		2,021.68	3,221.08				39
Uxbridge	3	2,928.36	1,300.00		224.00	12.80		1,536.80	1,451.56				51
Vineyard Haven	3	2,461.76	1,200.00	150.00	193.00	10.80		1,553.80	907.96				63
Wakefield	2	10,885.32	2,400.00	2,009.93	500.00	157.65	8,564.17	8,631.75	2,253.57				79
Walpole	3	4,421.50	1,500.00		168.33	18.10		1,686.49	2,735.01				38
Waltham	2	27,118.78	2,700.00	3,400.00	1,529.17	270.78	9,926.21	17,826.16	9,292.62				66
Ware	2	8,059.24	2,000.00	900.00	389.00	49.07		3,338.07	4,721.17				41
Wareham	3	2,854.09	1,300.00		170.85	17.36		1,457.22	1,396.87				51
Warren	3	4,408.37	1,600.00		254.50	24.24		1,878.74	2,529.63				43
Watertown	2	13,702.63	2,100.00	1,100.00	500.00	90.52		3,790.52	9,903.11				28
Waverley	3	3,318.30	1,100.00		174.00	16.16		1,290.16	2,048.14				39
Webster	2	9,540.17	2,100.00	1,100.00	500.00	49.97		3,749.97	5,790.20				89

No. 10.—*Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1897*—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
MASSACHUSETTS—cont.											
Wellesley	3	$7,242.27	$1,900.00	.....	$340.00	$82.40	.....	$2,322.40	$4,919.87	32	
West Acton	3	2,038.81	1,200.00	.....	160.00	5.96	.....	1,365.96	672.85	67	
Westboro	2	11,790.82	2,200.00	$1,200.00	.....	61.48	.....	3,461.48	8,329.34	29	
West Brookfield	3	2,044.99	1,000.00	.....	90.75	9.28	.....	1,100.03	944.96	54	
Westfield	2	28,916.35	2,700.00	3,500.00	1,100.00	147.58	$4,384.12	11,831.70	17,084.65	41	
West Gardner	3	6,370.95	1,900.00	.....	290.00	20.40	.....	2,210.40	4,160.55	35	
West Medford	2	8,379.65	2,200.00	1,000.00	383.85	54.48	.....	3,638.33	4,741.32	43	
West Newton	2	11,166.91	2,200.00	1,400.00	500.00	131.00	.....	4,231.00	6,935.91	38	
Weymouth	3	4,218.67	1,500.00	.....	294.00	29.52	.....	1,823.52	2,395.15	43	
Weymouth Center	3	3,067.71	1,600.00	.....	256.00	5.04	.....	1,861.04	1,206.67	61	
Whitinsville	3	4,696.09	1,700.00	.....	229.55	19.92	.....	1,949.47	2,746.62	42	
Whitman	3	5,444.83	1,600.00	.....	306.00	28.72	.....	1,934.72	3,510.11	36	
Williamstown	3	6,572.60	1,800.00	.....	310.00	34.72	.....	2,144.72	4,427.88	33	
Winchendon	3	6,105.94	1,800.00	250.00	209.98	23.04	.....	2,283.02	3,822.92	37	
Winchester	2	9,041.91	2,000.00	1,400.00	800.00	134.56	3,394.53	7,729.09	1,312.82	85	
Woburn	2	14,566.68	2,400.00	1,900.00	700.00	199.43	6,765.74	11,965.17	2,601.51	82	
Wollaston	3	5,581.53	1,900.00	.....	409.98	47.52	.....	2,357.50	3,224.03	42	
Worcester	1	206,431.92	3,500.00	32,459.85	3,514.64	3,213.50	53,816.46	96,504.45	109,927.47	47	In Government building
Total	.....	5,186,579.48	335,781.32	799,877.88	105,025.33	62,474.14	1,136,772.80	2,439,930.97	2,746,648.51	47	
MICHIGAN.											
Adrian	2	22,801.61	2,600.00	3,000.00	854.00	186.31	4,585.23	11,225.54	11,576.07	49	
Albion	2	13,224.64	2,400.00	1,900.00	600.00	25.36	2,625.55	7,550.91	5,673.73	57	
Allegan	3	6,715.63	1,800.00	200.00	400.00	6.00	.....	2,406.00	4,309.63	36	
Alma	3	4,355.63	1,600.00	.....	244.77	6.32	.....	1,851.09	2,504.54	42	
Alpena	2	7,797.71	2,000.00	1,300.00	585.00	1.20	3,515.14	7,401.34	396.37	95	
Ann Arbor	2	32,385.53	2,800.00	4,700.00	1,500.00	285.52	10,128.52	19,414.04	12,971.49	60	
Ausable	3	1,434.33	1,000.00	.....	186.25	2.48	.....	1,188.73	245.59	83	
Badaxe	3	2,710.24	1,200.00	200.00	182.00	1.76	.....	1,583.76	1,126.48	58	
Bangor	3	2,067.20	1,000.00	.....	126.06	2.08	.....	1,128.14	939.06	55	
Battlecreek	1	46,835.07	3,000.00	6,248.32	1,500.00	430.04	8,286.55	19,464.91	27,370.16	42	
Bay City	2	32,015.20	2,800.00	5,243.00	.....	190.45	13,554.07	21,796.52	10,218.68	68	In Government building.
Belding	3	4,903.02	1,700.00	100.00	358.00	3.60	.....	2,161.60	2,741.42	44	
Benton Harbor	2	12,392.77	2,300.00	1,299.99	650.00	23.26	2,099.43	6,372.68	6,020.09	51	
Bessemer	3	3,403.45	1,500.00	200.00	154.00	3.60	.....	1,857.60	1,545.85	55	
Big Rapids	2	9,628.04	2,100.00	1,400.00	600.00	10.88	.....	4,110.88	5,517.16	43	
Birmingham	3	2,645.21	1,200.00	100.00	160.00	3.44	.....	1,472.44	1,172.77	55	
Blissfield	3	2,765.20	1,200.00	80.00	128.00	3.84	.....	1,381.84	1,383.36	50	
Bronson	3	1,939.69	1,000.00	500.10	174.00	1.60	.....	1,325.60	614.09	68	

Buchanan	3	4,105.56	1,700.00	....	303.34	4.80	....	2,008.14	2,097.42	49	
Cadillac	2	8,803.86	2,000.00	1,300.00	568.73	194.47	....	4,063.20	4,740.66	46	
Calumet	2	11,340.81	2,300.00	1,750.00	1,000.00	7.87	4,675.82	9,733.69	1,607.12	86	
Caro	3	5,031.58	1,600.00	20.00	286.00	2.40	....	1,908.40	3,123.18	38	
Carson City	3	2,136.91	1,000.00	....	116.09	.40	....	1,116.49	1,020.42	52	
Cass City	3	2,448.95	1,100.00	150.00	196.00	1.92	....	1,447.92	1,001.03	59	
Cassopolis	3	3,058.64	1,400.00	200.00	81.80	5.28	....	1,687.08	1,371.56	55	
Cedarsprings	3	1,982.47	1,100.00	....	142.00	2.00	....	1,244.00	738.47	63	
Charlevoix	3	3,300.62	1,400.00	235.00	232.00	3.12	....	1,870.12	1,430.50	57	
Charlotte	2	8,660.75	2,000.00	1,300.00	630.00	19.96	....	3,949.96	4,710.79	46	
Cheboygan	3	7,204.82	1,900.00	200.00	460.00	10.00	....	2,570.00	4,634.82	36	
Chelsea	3	3,776.75	1,500.00	60.00	204.00	2.64	....	1,766.64	2,010.11	47	
Chesaning	3	2,329.48	1,100.00	150.00	177.00	1.20	....	1,428.20	901.28	61	
Clare	3	2,462.08	1,300.00	250.00	256.25	2.88	....	1,809.13	652.95	78	
Clinton	3	2,073.23	1,100.00	....	188.00	2.08	....	1,290.08	783.15	62	
Coldwater	2	11,927.96	2,300.00	2,100.00	975.00	34.96	3,500.82	8,910.78	3,017.18	75	
Constantine	3	4,295.81	1,600.00	....	256.00	3.52	....	1,859.52	2,436.29	43	
Corunna	3	3,589.66	1,500.00	150.00	294.00	3.68	....	1,947.68	1,641.98	54	
Crystal Falls	3	2,070.59	1,100.00	30.00	195.09	1.52	....	1,326.61	743.98	64	
Decatur	3	3,026.96	1,300.00	30.00	135.00	1.52	....	1,466.52	1,560.44	48	
Detroit	1	598,992.05	5,000.00	102,318.72	2,978.21	3,972.19	155,547.08	269,816.20	329,176.85	45	Do.
Dowagiac	2	9,058.10	2,200.00	1,300.00	660.00	12.51	....	4,172.51	4,885.59	46	
Durand	3	2,431.33	1,100.00	100.00	167.75	2.89	....	1,370.64	1,060.69	56	Mail bags, 25 cents.
East Tawas	3	2,798.90	1,300.00	....	225.00	3.52	....	1,528.52	1,270.38	55	
Eaton Rapids	3	4,312.77	1,600.00	100.00	304.00	5.56	....	2,009.56	2,303.21	47	
Escanaba	2	9,087.49	2,100.00	1,300.00	675.00	12.32	3,505.47	7,592.79	1,494.70	84	
Evart	3	2,923.17	1,300.00	....	215.60	1.52	....	1,517.12	1,406.05	52	
Fenton	3	5,094.00	1,700.00	....	206.00	9.20	....	1,915.20	3,178.80	38	
Flint	2	23,755.99	2,600.00	3,324.00	984.25	126.82	6,141.66	13,176.73	10,579.26	55	
Flushing	3	2,291.14	1,200.00	....	197.00	1.60	....	1,398.60	892.54	61	
Fowlerville	3	2,347.51	1,100.00	....	202.25	2.16	....	1,304.41	1,043.10	56	
Frankfort	3	2,186.93	1,100.00	150.00	194.00	3.20	....	1,447.20	739.73	66	
Fremont	3	3,634.44	1,500.00	80.00	252.00	2.56	....	1,834.56	1,799.88	50	
Gaylord	3	2,334.65	1,100.00	....	109.50	1.68	....	1,211.18	1,123.47	52	
Gladstone	3	4,294.22	1,500.00	....	234.00	5.20	....	1,739.20	2,555.02	41	
Grand Haven	3	7,173.50	1,900.00	400.00	335.00	11.20	....	2,646.20	4,527.30	37	
Grandledge	3	3,654.16	1,500.00	60.00	266.00	4.88	....	1,830.88	1,823.28	50	
Grand Rapids	1	168,507.52	3,500.00	28,109.47	....	957.98	45,137.07	77,704.52	90,803.00	46	In Government building.
Grayling	3	2,695.57	1,300.00	200.00	194.00	1.92	....	1,695.92	999.65	63	
Greenville	3	6,636.44	1,800.00	350.00	310.00	7.12	....	2,467.12	4,169.32	37	
Hancock	3	7,828.83	1,900.00	....	460.00	4.56	....	2,364.56	5,464.27	30	
Harbor Springs	3	2,489.28	1,200.00	350.00	223.00	4.96	....	1,777.96	711.32	71	
Hart	3	3,308.39	1,400.00	50.00	225.00	1.92	....	1,676.92	1,631.47	51	
Hartford	3	2,129.54	1,000.00	200.00	144.00	.48	....	1,344.48	785.06	63	
Hastings	3	5,939.88	1,700.00	300.00	358.00	8.56	....	2,366.56	3,573.32	40	
Hillsdale	2	9,255.98	2,100.00	1,200.00	540.81	47.68	3,441.48	7,329.97	1,926.01	79	
Holland	2	10,106.50	2,200.00	1,200.00	500.00	11.69	....	3,911.69	6,194.81	39	
Holly	3	4,388.36	1,700.00	....	208.00	6.32	....	1,914.32	2,474.04	44	
Homer	3	2,347.20	1,400.00	30.00	142.00	2.88	....	1,574.88	772.32	67	
Houghton	3	7,001.61	1,900.00	150.00	360.00	8.88	....	2,418.88	4,582.73	35	
Howard	3	2,278.40	1,100.00	150.00	191.50	1.60	....	1,443.10	835.30	63	
Howell	3	5,418.35	1,700.00	200.00	304.53	8.48	....	2,213.01	3,205.34	41	

No. 10.—*Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1897*—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
MICHIGAN—continued.											
Hudson	3	$6,207.54	$1,800.00	$373.19	$410.00	$7.92		$2,591.11	$3,616.43	42	
Imlay City	3	2,763.62	1,200.00	106.59	198.00	2.56		1,507.15	1,256.47	55	
Ionia	2	12,059.92	2,400.00	1,900.00	839.25	22.58	$3,515.01	8,676.84	3,383.08	72	
Iron Mountain	2	9,301.80	2,100.00	1,100.00	600.00	10.56	2,624.65	6,435.21	2,866.59	69	
Ironwood	2	7,804.48	2,000.00	1,000.00	600.00	19.28	3,498.74	7,118.02	686.46	91	
Ishpeming	2	10,218.37	2,200.00	2,000.00	725.00		5,253.71	*10,178.71	39.66	100	
Ithaca	3	4,120.91	1,600.00		255.50	4.00		1,859.50	2,261.41	45	
Jackson	1	44,816.48	3,000.00	7,016.79		454.36	12,059.13	22,530.28	22,286.20	50	In Government building.
Jonesville	3	2,850.11	1,300.00		200.00	2.80		1,502.80	1,347.31	52	
Kalamazoo	1	69,458.45	3,200.00	9,376.00		453.83	10,981.51	24,011.34	45,447.11	35	Do.
Kalkaska	3	2,349.26	1,100.00	150.00	196.00	1.52		1,447.52	901.74	62	
Lake City	3	1,577.88	1,000.00	40.00	104.00			1,144.00	433.88	73	
Lake Linden	3	3,198.85	1,400.00		276.00	2.40		1,678.40	1,520.45	52	
Lakeview	3	2,038.97	1,100.00		157.25	.24		1,257.49	781.48	62	
Lansing	1	47,623.16	3,100.00	7,800.00		392.93	8,626.53	19,919.46	27,703.70	42	Do.
Lapeer	3	5,687.37	1,700.00	30.00	258.00	11.20		1,999.20	3,688.17	35	
Leslie	3	2,546.80	1,200.00	20.00	198.00	2.81		1,420.81	1,125.99	56	Mail bags, 25 cents.
Lowell	3	3,616.04	1,500.00	120.00	304.00	3.92		1,927.92	1,688.12	53	
Ludington	2	8,675.54	2,200.00	1,400.00	480.00	13.92		4,093.92	4,581.62	47	
Mancelona	3	2,581.43	1,200.00	100.00	223.00	1.36		1,524.36	1,057.07	59	
Manchester	3	2,301.75	1,100.00		139.00	1.84		1,240.84	1,060.91	54	
Manistee	2	12,504.58	2,300.00	1,800.00	700.00	41.22	5,253.22	10,094.44	2,410.14	81	
Manistique	3	4,208.12	1,600.00	40.00	331.00	2.48		1,973.48	2,234.64	47	
Marcellus	3	2,110.44	1,100.00		164.21	.88		1,265.09	845.35	60	
Marine City	3	3,536.15	1,400.00	250.00	277.00	3.84		1,930.84	1,605.31	54	
Marlette	3	2,514.51	1,200.00		*168.00	.88		1,368.88	1,145.63	54	
Marquette	2	17,991.44	2,500.00	2,500.00			5,263.95	10,263.95	7,727.49	57	In Government building.
Marshall	2	15,539.31	2,400.00	1,900.00	609.15	22.35		4,931.50	10,607.81	32	
Mason	3	3,727.96	1,500.00	70.00	304.00	3.20		1,837.20	1,890.76	49	
Mendon	3	2,510.02	1,300.00	5.00	200.00	1.20		1,506.20	1,003.82	60	
Menominee	2	15,056.34	2,400.00	1,915.98	620.00	18.69	4,377.21	9,331.88	5,724.46	62	
Middleville	3	2,411.49	1,100.00	100.00	194.00	1.52		1,395.52	1,015.97	58	
Midland	3	3,488.20	1,400.00	150.00	276.00	3.28		1,829.28	1,658.92	52	
Milan	3	1,855.22	1,000.00	80.00	144.00	1.84		1,225.84	629.38	66	
Milford	3	2,974.75	1,400.00		169.08	1.76		1,570.84	1,403.91	53	
Monroe	2	9,101.73	2,200.00	1,400.00	371.01	47.16		4,018.17	5,083.56	44	
Morenci	3	2,488.20	1,200.00	100.00	208.00	2.16		1,510.16	978.13	61	
Mount Clemens	2	8,985.95	2,000.00	900.00	460.00	64.32		3,424.32	5,561.63	38	
Mount Pleasant	3	4,879.53	1,800.00	400.00	300.00	5.36		2,505.36	2,374.17	51	
Muskegon	2	22,377.56	2,600.00	3,009.00	930.00	127.29	9,236.26	16,502.55	5,875.01	74	
Nashville	3	2,476.40	1,200.00	50.00	221.00	2.00		1,473.00	1,003.40	59	

Negaunee	3	5,931.81	1,800.00	250.00	410.00	4.96		2,464.96	3,466.85	42	
Newaygo	3	2,325.67	1,000.00	150.00	159.99	1.12		1,811.11	1,014.56	56	
Newberry	3	2,233.21	1,000.00		164.00	.32		1,164.32	1,068.89	52	
Niles	3	7,086.94	1,900.00	300.00	300.00	13.52		2,513.52	4,573.42	35	
Northville	3	4,680.07	1,600.00		230.00	5.60		1,835.60	2,844.47	39	
Norway	3	3,847.16	1,500.00		304.00	1.68		1,805.68	2,041.48	47	
Olivet	3	2,362.10	1,200.00		196.00	2.48		1,398.48	963.62	58	
Ontonagon	3	2,145.08	1,300.00		192.15	1.20		1,493.35	651.73	70	
Oscoda	3	2,388.53	1,200.00		179.25	1.68		1,380.93	1,007.60	58	
Otsego	3	3,465.92	1,500.00		247.00	3.20		1,750.20	1,715.72	51	
Ovid	3	3,061.69	1,400.00		202.00	3.60		1,605.60	1,456.09	52	
Owosso	2	17,026.61	2,500.00	2,250.27	650.00	58.61	4,372.79	9,831.67	7,194.94	58	
Oxford	3	3,293.08	1,400.00	150.00	132.00	3.36		1,6[illegible]5.36	1,607.72	51	
Paw Paw	3	3,260.97	1,400.00		213.10	5.20		1,618.30	1,642.67	49	
Pentwater	3	2,643.23	1,300.00	200.00	195.00	1.84		1,696.84	946.39	64	
Petoskey	2	11,201.25	2,200.00	1,325.00	560.00	13.09		4,098.09	7,103.16	36	
Plainwell	3	2,945.99	1,400.00	100.00	232.00	3.84		1,735.84	1,210.15	59	
Plymouth	3	2,732.78	1,300.00	10.00	169.00	6.40		1,485.40	1,247.38	54	
Pontiac	2	15,081.10	2,400.00	1,857.88	500.00	61.76	3,522.57	8,342.21	6,738.89	55	
Port Huron	2	30,092.15	2,700.00	4,344.56		103.68	7,883.72	15,031.96	15,060.19	50	Do.
Portland	3	4,432.88	1,500.00	40.00	250.00	3.76		1,793.76	2,639.12	40	
Quincy	3	2,988.26	1,400.00	30.00	271.47	1.84		1,703.31	1,284.95	57	
Reading	3	2,468.33	1,200.00		203.74	1.04		1,404.78	1,063.55	57	
Reed City	3	4,037.35	1,500.00	37.49	283.71	4.64		1,825.84	2,211.51	45	
Rochester	3	2,204.19	1,000.00		174.00	.40		1,174.40	1,029.79	53	
Romeo	3	3,275.51	1,400.00		275.29	3.36		1,678.65	1,596.86	51	
Saginaw East Side	1	53,043.31	3,100.00	7,827.70	1,800.00	360.09	14,571.57	27,659.36	25,383.95	52	
Saginaw West Side	2	16,458.47	2,500.00	2,484.00	850.00	68.61	7,415.35	13,317.96	3,140.51	81	
St. Clair	3	3,461.90	1,500.00	200.00	274.00	4.40		1,978.40	1,483.50	57	
St. Ignace	3	3,056.67	1,400.00	400.00	250.00	3.20		2,053.20	1,003.47	67	
St. Johns	3	8,305.77	1,900.00	150.00	460.00	9.28		2,519.28	5,786.49	30	
St. Joseph	2	9,604.41	2,000.00	1,000.00	500.00	19.48		3,519.48	6,084.93	37	
St. Louis	3	4,451.27	1,600.00	400.00	331.00	6.48		2,337.48	2,113.79	53	
Sandbeach	3	2,087.48	1,100.00	150.00	196.00	1.12		1,447.12	640.36	69	
Sault de Ste. Marie	2	14,533.55	2,300.00	1,900.00	498.86	98.67		4,797.53	9,736.02	33	
Schoolcraft	3	1,022.37	550.00		65.00	1.36		616.36	406.01	60	Presidential, Jan. 1, 1897.
Shelby	3	2,759.09	1,300.00	30.00	119.10	1.28		1,450.38	1,308.71	53	
South Haven	3	6,147.44	1,700.00	200.00	243.21	6.80		2,150.01	3,997.43	35	
Stanton	3	2,380.67	1,200.00		224.30	1.68		1,425.98	954.69	60	
Sturgis	3	5,282.66	1,700.00	300.00	308.00	6.56		2,314.56	2,968.10	44	
Tecumseh	3	4,819.31	1,700.00	100.00	283.00	8.64		2,091.64	2,727.67	43	
Threeoaks	3	4,252.46	1,200.00		166.00	2.24		1,368.24	2,884.22	32	
Three Rivers	2	7,980.32	2,000.00	1,000.00	375.00	8.96		3,383.96	4,596.36	42	
Traverse City	2	12,130.71	2,400.00	1,900.00	643.75	20.76		4,964.51	7,166.20	41	
Union City	3	2,654.71	1,300.00		180.00	1.12		1,481.12	1,173.59	56	
Vassar	3	3,025.32	1,300.00	200.00	250.00	2.96		1,752.96	1,272.36	58	
Vicksburg	3	2,200.18	1,100.00	200.00	166.00	1.44		1,467.44	732.74	67	
Wayne	3	1,995.36	1,000.00		120.00	3.04		1,123.04	872.32	56	
West Bay City	2	9,238.08	2,000.00	1,072.00	708.16	41.36	4,439.14	8,260.66	977.42	89	
Westbranch	3	2,068.32	1,100.00		180.00	1.52		1,281.52	786.80	62	
Whitehall	3	2,328.15	1,300.00		160.62	2.00		1,462.62	865.53	63	
White Pigeon	3	2,128.11	1,100.00		127.67	3.76		1,231.43	896.68	58	

No. 10.—*Gross receipts, expenses, and net revenues of Presidential post-offices for the fiscal year ended June 30, 1897*—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
MICHIGAN—continued.											
Williamston	3	$2,579.36	$1,200.00		$147.99	$2.72		$1,350.71	$1,228.65	52	
Wyandotte	3	3,725.57	1,400.00		266.00	8.32		1,674.32	2,051 25	45	
Yale	3	2,292.69	1,100.00	$150.00	196.00	1.12		1,447.12	845.57	63	
Ypsilanti	2	14,353.25	2,400.00	1,900.00	650.00	58.18	$4,587.60	9,595.78	4,757.47	67	
Total		1,980,466.39	277,650.00	256,009.95	57,716.59	9,587.79	384,226.55	985,190.88	995,275.51	50	
MINNESOTA.											
Ada	3	2,461.71	1,200.00	150.00	222.80			1,572.80	888.91	64	
Adrian	3	2,818.43	1,200.00	30.00	188.00	.88		1,418.88	1,399.55	50	
Aitkin	3	3,068.65	1,200.00		188.00	.72		1,388.72	1,679.33	45	
Albert Lea	2	11,330.59	2,500.00	1,500.00	550.00	17.37		4,367.37	6,963.22	39	
Alexandria	3	4,779.10	1,600.00	100.00	235.50	5.12		1,940.62	2,838.48	41	
Anoka	3	4,906.83	1,700.00	130.00	350.99	12.56		2,202.55	2,704.28	45	
Appleton	3	2,540.89	1,200.00		170.00	1.84		1,371.84	1,169.05	54	
Austin	2	10,092.21	2,200.00	1,600.00	516.00	25.89		4,341.89	5,750.32	43	
Barnesville	3	2,296.72	1,000.00		163.89	1.92		1,165.81	1,130.91	51	
Benson	3	3,376.89	1,400.00	150.00	218.00	2.88		1,770.88	1,606.01	52	
Blue Earth City	3	4,345.48	1,600.00	150.00	331.00	4.40		2,085.40	2,260.08	48	
Brainerd	2	7,970.46	2,000.00	900.00	310.00	26.36		3,236.36	4,734.10	41	
Breckenridge	3	1,953.46	1,000.00		48.67	1.84		1,050.51	902.95	54	
Brown Valley	3	1,962.54	1,000.00	150.00	164.00	1.20		1,315.20	647.34	67	
Caledonia	3	2,320.07	1,100.00		174.00	1.04		1,275.04	1,045.03	55	
Canby	3	2,663.46	1,100.00	76.00	166.00	1.36		1,343.36	1,320.10	50	
Cannon Falls	3	2,518.48	1,100.00		125.00	1.28		1,226.28	1,292.20	49	
Chatfield	3	2,992.67	1,300.00		250.00	4.40		1,554.40	1,438.27	52	
Cloquet	3	3,025.19	1,400.00		277.00	1.84		1,678.84	1,346.35	55	
Crookston	2	9,175.88	2,000.00	1,200.00	430.16	33.33		3,663.49	5,512.39	40	
Detroit City	3	3,492.42	1,500.00	200.00	279.00	3.12		1,982.12	1,510.30	57	
Dodge Center	3	1,492.53	750.00	112.50	109.05	1.76		973.31	519.22	65	Presidential, Oct. 1, 1896.
Duluth	1	81,399.92	3,300.00	13,897.56		591.69	23,018.30	40,807.55	40,592.37	50	In Government building
Ely	3	2,962.83	1,300.00		250.00	1.20		1,551.20	1,411.63	52	
Eveleth	3	422.33	250.00		43.50	.24		293.74	128.59	70	Presidential, Apr. 1, 1897.
Fairmont	3	4,817.27	1,700.00	85.00	358.00	2.72		2,145.72	2,671.55	45	
Faribault	2	15,011.05	2,400.00	2,000.00	900.00	31.67	2,636.65	7,968.32	7,042.73	53	
Fergus Falls	2	10,431.15	2,100.00	1,100.00	393.87	12.98		3,606.85	6,824.30	35	
Glencoe	3	3,540.71	1,500.00	30.00	304.00	4.04		1,838.64	1,702.07	52	
Glenwood	3	2,647.49	1,100.00	25.00	132.00	3.60		1,261.50	1,385.99	41	
Graceville	3	2,957.70	1,300.00	30.00	140.00	1.28		1,477.28	1,480.42	50	
Grand Rapids	3	2,652.85	1,400.00	100.00	166.00	2.20		1,669.20	1,083.65	59	
Granite Falls	3	3,251.91	1,400.00		252.00	3.60		1,755.60	1,496.31	54	

Halstad	3	272.09	250.00		10.00			260.00	12.09	96	Do.
Hastings	3	4,936.57	1,600.00	200.00	331.00	12.08		2,143.08	2,793.49	43	
Heron	3	2,424.48	1,100.00		191.00	1.76		1,292.76	1,130.72	53	
Hibbing	3	1,258.10	650.00		77.70	1.36		729.06	529.04	58	Presidential, Jan. 1, 1897.
Hutchinson	3	3,750.76	1,400.00	150.00	277.00	3.76		1,830.76	1,920.00	49	
Jackson	3	2,872.32	1,300.00	106.59	198.00	2.00		1,606.59	1,265.73	56	
Janesville	3	2,449.68	1,100.00		196.00	1.20		1,297.20	1,152.48	53	
Kasson	3	3,529.69	1,200.00	76.00	156.85	.97		1,433.82	1,095.87	57	Mail bags, 25 cents.
Kenyon	3	2,123.08	1,100.00	50.00	174.00			1,324.00	799.08	62	
Lake Benton	3	1,546.81	750.00		104.69	.64		855.33	691.48	55	Presidential, Oct. 1, 1896.
Lake City	3	7,587.54	1,800.00		329.22	10.00		2,139.22	5,448.32	28	
Lake Crystal	3	2,316.87	1,100.00	37.50	196.00	3.28		1,336.78	1,010.09	57	
Lesueur	3	3,367.30	1,400.00	200.00	212.00	5.04		1,817.04	1,550.26	54	
Litchfield	3	4,888.96	1,600.00	99.99	296.00	8.00		2,003.99	2,884.97	41	
Littlefalls	3	6,697.92	1,800.00	200.00	360.00	8.80		2,368.80	4,329.12	35	
Long Prairie	3	2,446.45	1,100.00		166.00	1.28		1,267.28	1,179.17	52	
Luverne	3	4,716.24	1,600.00		236.00	2.64		1,838.64	2,877.60	39	
Madelia	3	3,609.14	1,400.00		277.00	1.04		1,678.04	1,931.10	46	
Madison	3	2,349.85	1,100.00		221.06	1.24		1,322.30	1,027.55	56	Mail bags, 20 cents.
Mankato	2	21,687.56	2,600.00	3,100.00		76.36	4,784.[illegible]	10,560.80	11,126.76	49	In Government building.
Mapleton	3	977.36	500.00		82.00	.80		582.80	394.56	60	Presidential, Jan. 1, 1897.
Marshall	3	4,585.70	1,600.00	150.00	296.00	7.76		2,053.76	2,531.94	45	
Melrose	3	1,202.89	500.00		10.89	2.16		513.05	689.84	43	Do.
Minneapolis	1	516,664.20	5,000.00	83,215.45	1,056.80	4,498.38	118,915.88	212,686.51	303,977.69	41	In Government building.
Montevideo	3	4,417.90	1,600.00		296.00	5.20		1,901.20	2,516.70	43	
Moorhead	3	6,427.26	1,800.00	200.60	410.00	7.92		2,417.92	4,009.34	38	
Morris	3	4,252.15	1,500.00	200.00	294.00	4.88		1,998.88	2,253.27	47	
New Ulm	3	6,131.18	1,700.00	80.00	357.90	11.20		2,149.10	3,982.08	35	
Northfield	3	7,483.87	1,900.00	224.86	410.00	10.72		2,545.58	4,938.29	34	
Olivia	3	1,535.17	750.00	30.00	130.50	.88		911.38	623.79	59	Presidential, Oct. 1, 1896.
Ortonville	3	2,599.94	1,200.00	150.00	166.00	2.80		1,518.80	1,081.14	58	
Owatonna	2	9,685.07	2,100.00	1,000.00	428.75	28.06		3,556.81	6,128.26	37	
Perham	3	1,022.25	500.00	75.00	72.00	.48		647.48	374.77	63	Presidential, Jan. 1, 1897.
Pipestone	3	4,486.96	1,600.00	200.00	331.00	4.72		2,135.72	2,351.24	48	
Plainview	3	2,140.31	1,100.00	120.00	183.00	1.68		1,404.68	735.63	66	
Preston	3	2,943.97	1,300.00	200.00	250.00	2.16		1,752.16	1,191.81	60	
Princeton	3	3,029.66	1,300.00	80.00	207.18			1,587.18	1,442.48	52	
Red Wing	2	12,104.93	2,300.00	1,600.00	853.70	45.36	2,630.03	7,429.09	4,675.84	61	
Redwood Falls	3	3,789.82	1,500.00	150.00	303.75	5.04		1,958.79	1,831.03	52	
Rochester	2	10,537.85	2,300.00	1,900.00	700.00	25.40	2,623.38	7,548.78	2,989.07	72	
Rush City	3	2,334.79	1,000.00	150.00	170.00	1.60		1,321.60	1,013.19	57	
St. Charles	3	2,826.18	1,300.00	150.00	183.00	2.40		1,635.40	1,190.78	58	
St. Cloud	2	13,445.30	2,400.00	2,000.00	1,300.00	103.48	3,904.08	9,707.56	3,737.74	72	
St. James	3	4,289.40	1,600.00	200.00	331.00	6.16		2,137.16	2,152.24	50	
St. Paul	1	424,429.60	3,900.00	69,017.64	500.00	3,330.64	103,997.47	180,835.75	243,593.85	43	In Government building.
St. Peter	3	5,798.59	1,700.00	60.00	358.00	10.72		2,128.72	3,669.87	37	
Sauk Center	3	4,917.14	1,600.00	250.00	331.00	8.56		2,189.56	2,727.58	45	
Shakopee	3	2,898.09	1,400.00	200.00	228.00	4.64		1,832.64	1,065.45	63	
Slayton	3	2,524.06	1,100.00	200.00	176.00	1.68		1,477.68	1,046.38	59	
Sleepyeye	3	4,007.25	1,500.00	100.00	174.00	4.48		1,778.48	2,228.77	44	
South St. Paul	3	921.51	600.00		111.50	1.84		713.34	208.17	77	Presidential, Jan. 1, 1897.
Springfield	3	2,484.82	1,100.00		160.95	2.32		1,263.27	1,221.55	51	

No. 10.—*Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1897*—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
MINNESOTA—continued.											
Spring Valley	3	$4,069.12	$1,500.00	$200.00	$225.75	$3.76		$1,929.51	$2,139.61	47	
Staples	3	2,779.33	1,200.00		220.22	2.24		1,422.46	1,356.87	51	
Stillwater	2	13,953.28	2,400.00	2,200.00	1,000.00	59.27	$5,234.99	10,894.26	3,059.02	78	
Tower	3	2,397.78	1,100.00	30.00	196.00	1.84		1,327.84	1,069.94	55	
Tracy	3	3,640.69	1,500.00	400.00	172.00	3.12		2,075.12	1,565.57	57	
Two Harbors	3	3,352.44	1,400.00	60.00	196.00	1.52		1,657.52	1,694.92	49	
Virginia	3	3,685.02	1,600.00		256.00	2.48		1,858.48	1,826.54	50	
Wabasha	3	3,829.33	1,500.00	200.00	252.00	5.12		1,957.12	1,872.21	51	
Wadena	3	4,009.14	1,500.00	200.00	234.00	2.72		1,936.72	2,072.42	48	
Warren	3	2,183.02	1,300.00	99.65	166.77	2.00		1,568.42	614.60	72	
Waseca	3	5,766.20	1,700.00	150.00	308.00	10.40		2,168.40	3,597.80	38	
Waterville	3	2,838.01	1,300.00	150.00	167.00	4.08		1,621.08	1,216.93	57	
Wells	3	4,130.00	1,500.00	150.00	234.00	4.32		1,888.32	2,241.68	46	
West Duluth	3	4,816.17	1,700.00	400.00	358.00	7.60		2,465.60	2,350.57	51	
Wheaton	3	1,853.14	900.00		96.00	.48		996.48	856.66	54	Presidential, Oct. 1, 1896.
Willmar	3	5,883.25	1,700.00	200.00	286.00	6.88		2,192.88	3,690.37	37	
Windom	3	4,343.40	1,500.00	100.00	304.00	3.76		1,907.76	2,435.64	44	
Winnebago City	3	3,864.05	1,500.00	199.92	142.75	1.36		1,844.03	2,020.02	48	
Winona	2	30,815.75	2,800.00	4,500.00		85.12	8,877.65	16,262.77	14,552.98	53	In Government building.
Worthington	3	4,849.23	1,600.00	150.00	331.00	4.80		2,085.80	2,763.43	43	
Zumbrota	3	2,632.12	1,200.00	100.00	198.00	1.76		1,499.76	1,132.36	57	
Total		1,498,128.32	158,200.00	199,334.66	28,722.26	9,308.13	276,622.87	672,187.92	825,940.40	45	
MISSISSIPPI.											
Aberdeen	3	4,891.42	1,600.00	350.00		12.40		1,962.40	2,929.02	40	In Government building.
Bay St. Louis	3	3,018.07	1,800.00		143.90	26.01		1,469.91	1,548.16	49	Mail bags, 25 cents.
Biloxi	3	6,241.17	1,700.00		357.45	56.72		2,114.17	4,127.00	34	
Brookhaven	3	4,288.22	1,500.00	200.00	254.00	11.60		1,965.60	2,322.62	46	
Canton	3	4,936.30	1,600.00	250.00	286.00	16.08		2,152.08	2,784.22	44	
Clarksdale	3	3,094.55	1,200.00	200.00	155.70	5.52		1,561.22	1,533.33	50	
Columbus	3	8,136.28	1,900.00	500.00	129.00	16.08		2,545.08	5,591.20	31	
Corinth	3	4,890.74	1,600.00	300.00	243.00	6.96		2,149.96	2,740.78	44	
Crystalsprings	3	3,282.10	1,400.00	10.00	132.90	4.24		1,547.14	1,734.96	47	
Durant	3	2,695.69	1,200.00	100.00	141.20	5.60		1,446.80	1,248.80	54	
Ellisville	3	2,431.20	1,100.00	300.00	133.00	2.64		1,535.64	895.56	63	
Friarpoint	3	2,174.99	1,100.00		137.95	4.32		1,242.27	932.72	57	
Greenville	2	11,785.16	2,200.00	1,500.00	360.00	75.35	2,634.52	6,769.87	5,015.29	57	
Greenwood	3	4,162.74	1,500.00	99.97	228.00	6.80		1,834.77	2,327.97	44	
Grenada	3	4,932.60	1,600.00	249.68	268.22	10.41		2,126.31	2,806.29	43	

Hattiesburg	3	4,443.59	1,400.00	103.33	164.02	6.88		1,674.23	2,769.36	38	
Hazlehurst	3	3,119.87	1,400.00	13.19	167.80	5.44		1,586.43	1,533.44	51	
Holly Springs	3	4,326.66	1,600.00	240.00	300.00	10.96		2,150.96	2,175.70	50	
Iuka	3	1,643.10	750.00	90.00	54.00	1.86		895.86	747.24	55	Presidential, Oct. 1, 1896; mail bags, 50 cents.
Jackson	2	19,104.27	2,500.00	2,816.30		152.64	4,042.01	9,510.95	9,593.32	50	In Government building.
Kosciusko	3	3,280.12	1,400.00	400.00	185.10	4.41		1,989.51	1,290.61	61	Mail bags, 25 cents.
Lexington	3	2,402.57	1,100.00		153.35	3.28		1,256.63	1,145.94	52	
McComb	3	3,736.35	1,400.00		187.75	12.64		1,600.39	2,135.96	40	
Macon	3	3,767.24	1,500.00	200.00	160.00	4.08		1,864.08	1,903.16	49	
Meridian	2	20,571.50	2,600.00	2,899.99	650.00	84.79	3,696.91	9,931.69	10,639.81	48	
Moospoint	3	2,003.21	1,000.00	150.00	68.00	5.12		1,223.12	780.09	61	
Natchez	2	17,636.13	2,400.00	2,300.00	825.00	82.84	3,540.20	9,148.04	8,488.09	52	
Okolona	3	2,791.67	1,200.00	100.00	136.05	2.56		1,438.61	1,353.06	52	
Oxford	3	3,674.12	1,400.00	300.00		9.12		1,709.12	1,965.00	47	In Government building.
Pass Christian	3	2,593.87	1,300.00		230.00	28.56		1,558.56	1,035.31	60	
Port Gibson	3	4,122.52	1,500.00	40.00	210.80	6.80		1,757.60	2,364.92	43	
Rosedale	3	2,115.64	1,100.00		84.00	4.16		1,188.16	927.48	56	
Scranton	3	2,711.19	1,200.00	219.65	131.15	8.88		1,559.68	1,151.51	58	
Starkville	3	3,076.60	1,400.00	100.00	140.22	2.72		1,642.94	1,433.66	53	
Summit	3	2,603.66	1,400.00	100.00	149.00	4.16		1,653.16	950.50	64	
Tupelo	3	3,162.54	1,400.00	300.00	197.50	4.40		1,901.90	1,260.64	60	
Vicksburg	2	26,131.68	2,600.00	3,500.00		161.04	6,201.41	12,462.45	13,669.23	48	Do.
Water Valley	3	4,420.16	1,500.00	150.00	287.95	6.00		1,943.95	2,476.21	44	
Wesson	3	3,412.64	1,500.00	150.00	225.00	4.88		1,879.88	1,532.76	55	
Westpoint	3	5,185.39	1,600.00	300.00	222.00	11.92		2,133.92	3,051.47	41	
Winona	3	4,087.86	1,500.00	250.00	250.00	6.24		2,006.24	2,081.62	49	
Yazoo City	3	7,459.85	1,800.00	300.00	358.00	10.40		2,468.40	4,991.45	33	
Total		234,545.23	63,950.00	19,082.11	8,505.10	907.51	20,115.05	112,559.77	121,985.46	48	
MISSOURI.											
Adrian	3	2,023.14	1,000.00	150.00	170.00	1.20		1,321.20	701.94	65	
Albany	3	3,917.84	1,500.00	300.00	254.00	5.52		2,059.52	1,858.32	53	
Appleton City	3	2,800.86	1,400.00	120.00	132.52	1.36		1,653.88	1,146.98	59	
Ashgrove	3	2,145.99	1,100.00	150.00	132.00	1.36		1,383.36	762.63	64	
Aurora	3	3,212.81	1,500.00	120.00	54.00	6.80		1,680.80	1,532.01	52	
Bethany	3	4,125.81	1,500.00	100.00	247.35	3.52		1,850.87	2,274.94	45	
Bevier	3	2,111.15	1,100.00		147.89	1.36		1,249.25	861.90	59	
Bollvar	3	3,068.01	1,400.00	300.00	202.00	4.00		1,906.00	1,162.01	62	
Bonneterre	3	2,537.27	1,200.00		180.00	5.20		1,385.20	1,152.07	55	
Boonville	3	6,721.25	1,800.00	80.00	300.00	10.32		2,190.32	4,530.93	33	
Bowling Green	3	3,662.73	1,500.00	200.00	299.50	4.64		2,004.14	1,658.59	55	
Breckinridge	3	1,896.11	1,000.00	30.00	151.50	.32		1,181.82	714.29	62	
Brookfield	3	6,727.66	1,800.00	50.00	340.00	10.88		2,200.88	4,526.78	33	
Brunswick	3	2,879.05	1,300.00	200.00	195.00	3.84		1,698.84	1,180.21	59	
Butler	3	6,401.92	1,800.00	250.00	375.91	8.72		2,434.63	3,967.29	38	
California	3	3,451.25	1,400.00	200.00	129.25	3.46		1,732.71	1,718.54	50	Mail bags, 10 cents.
Cameron	3	5,524.58	1,700.00	200.00	346.99	8.08		2,255.07	3,269.51	41	
Canton	3	3,966.48	1,500.00	150.00	174.00	4.16		1,828.16	2,138.52	46	
Cape Girardeau	3	6,043.64	1,700.00	40.90	294.86	5.28		2,040.14	4,003.50	34	

No. 10.—*Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1897*—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
MISSOURI—continued.											
Carrollton	3	$7,657.04	$1,900.00	$400.00	$344.00	$15.92		$2,659.92	$4,997.12	35	
Carthage	2	13,217.75	2,400.00	2,216.48	313.35	35.55	$2,873.88	7,839.26	5,378.49	59	
Cassville	3	1,011.86	500.00	100.00	39.20	1.07		640.27	371.59	63	Presidential Jan. 1, 1897; mail bags, 35 cents.
Centralia	3	3,082.57	1,300.00	200.00	68.00	2.48		1,570.48	1,512.09	51	
Charleston	3	3,589.13	1,500.00		174.00	3.68		1,677.68	1,911.45	47	
Chillicothe	2	11,782.34	2,300.00	1,881.66	570.00	6.08	2,650.67	7,408.41	4,373.93	63	
Clarence	3	2,036.73	1,000.00	80.00	122.18	1.52		1,203.70	835.03	59	
Clarksville	3	2,079.00	1,300.00	50.00	206.00	2.00		1,558.00	521.00	75	
Clinton	2	10,991.15	2,300.00	1,800.00	600.00	94.98		4,794.98	6,196.17	44	
Columbia	2	14,163.82	2,400.00	1,999.73	1,000.00	19.99		5,419.72	8,744.10	38	
Desoto	3	5,055.06	1,600.00	100.00	290.25	17.04		2,007.29	3,047.77	40	
Dexter	3	2,390.70	1,100.00	100.00	132.00	4.81		1,336.81	1,053.89	56	Mail bags, 25 cents.
Edina	3	2,793.82	1,300.00	120.00	223.72	2.00		1,645.72	1,148.10	59	
Eldorado Springs	3	3,061.11	1,200.00	200.00	191.75	2.96		1,594.71	1,466.40	52	
Excelsior Springs	3	3,313.69	1,400.00	126.67	189.99	9.76		1,726.42	1,587.27	52	
Farmington	3	3,256.62	1,400.00	220.00	147.00	6.96		1,773.96	1,482.66	54	
Fayette	3	4,829.19	1,700.00	100.00	323.00	6.80		2,129.80	2,699.39	44	
Fredericktown	3	2,666.03	1,200.00	150.00	114.00	2.56		1,466.56	1,199.47	55	
Fulton	3	6,680.69	1,800.00	200.00	348.56	6.08		2,354.64	4,326.05	35	
Gallatin	3	4,263.13	1,500.00	350.00	189.00	5.20		2,044.20	2,218.93	48	
Glasgow	3	2,866.65	1,400.00	200.00	211.38	5.36		1,816.74	1,049.91	63	
Golden City	3	2,574.26	1,200.00	30.00	111.00	1.60		1,342.60	1,231.66	52	
Grant City	3	2,549.65	1,200.00	250.00	174.00	1.12		1,625.12	924.53	64	
Greenfield	3	2,634.64	1,200.00	200.00	149.28	1.76		1,551.04	1,083.60	59	
Hamilton	3	3,416.07	1,400.00	120.00	222.07	4.64		1,746.71	1,669.36	51	
Hannibal	2	19,814.89	2,600.00	3,144.71		63.36	7,039.29	12,847.36	6,967.53	65	In Government building.
Harrisonville	3	4,349.79	1,600.00		225.00	10.32		1,835.32	2,514.47	42	
Hermann	3	2,392.79	1,200.00	200.00	124.60	2.24		1,526.84	865.95	64	
Higginsville	3	4,430.90	1,600.00	200.00	275.30	5.68		2,080.98	2,349.92	47	
Holden	3	4,255.32	1,600.00	200.00	200.00	6.24		2,012.24	2,243.08	47	
Hopkins	3	1,922.48	1,000.00	200.00	159.00	1.52		1,360.52	562.06	71	
Humansville	3	2,052.98	1,100.00	100.00	96.00	.95		1,296.95	756.03	63	Mail bags, 15 cents.
Huntsville	3	2,741.53	1,200.00	150.00	145.80	3.68		1,499.48	1,242.05	55	
Independence	2	10,161.85	2,300.00	1,614.13	379.23	52.99		4,346.35	5,815.50	43	
Jackson	3	2,766.68	1,200.00	250.00	134.70	3.68		1,588.38	1,178.30	57	
Jefferson City	2	21,180.12	2,400.00	2,600.00		64.99	3,502.94	8,567.93	12,612.19	40	In Government building.
Joplin	2	13,432.22	2,300.00	2,100.00	800.00	6.75	3,943.70	9,150.45	4,281.77	68	
Kahoka	3	3,505.90	1,400.00	150.00	224.00	5.36		1,779.36	1,726.54	51	
Kansas City	1	513,931.62	5,000.00	89,187.84	8,829.39	3,170.42	85,934.52	187,121.97	326,809.65	36	Do.
Keytesville	3	2,295.17	1,100.00	50.00	104.00	3.20		1,257.20	947.97	57	

King City	3	2,236.99	1,000.00	150.00	141.00	1.44		1,202.44	944.55	58		
Kirksville	2	10,900.43	2,100.00	1,100.00	500.61	19.09		3,719.70	7,180.73	34		
Kirkwood	3	6,570.09	1,800.00		210.00	8.06		2,018.96	4,551.13	31		
Lamar	3	5,471.61	1,800.00	500.00	358.00	7.60		2,665.60	2,806.01	49		
Laplata	3	2,779.25	1,200.00		198.55	2.42		1,400.97	1,378.28	50	Mail bags, 10 cents.	
Lathrop	3	2,168.87	1,100.00	30.00	145.00	2.40		1,277.40	891.47	59		
Lebanon	3	3,912.30	1,500.00	300.00	282.40	7.04		2,089.44	1,822.86	53		
Lees Summit	3	2,694.92	1,300.00	49.92	166.75	3.60		1,520.27	1,174.65	56		
Lexington	3	7,193.91	1,800.00	50.00	337.79	18.48		2,206.27	4,987.64	31		
Liberty	3	5,435.21	1,600.00	157.50	316.00	12.08		2,085.58	3,349.63	38		
Louisiana	2	12,872.80	2,400.00	2,200.00	683.22	12.24	2,625.68	7,921.14	4,951.66	62		
Macon	3	6,781.03	1,900.00	700.00	410.00	12.40		3,022.40	3,758.63	45		
Malden	3	2,592.83	1,200.00		223.00	4.48		1,427.48	1,165.35	55		
Marceline	3	3,191.45	1,400.00	100.00	174.15	4.16		1,678.31	1,513.14	53		
Marshall	2	9,637.45	2,100.00	1,000.00	460.60	15.02		3,575.02	6,062.43	37		
Marshfield	3	2,030.16	1,000.00	1 0.00	160.00	1.60		1,281.60	748.56	63		
Maryville	2	8,753.54	2,000.00	900.00	360.00	14.40		3,274.40	5,479.14	37		
Maysville	3	2,247.58	1,100.00	100.00	185.00	1.76		1,386.76	860.82	61		
Memphis	3	4,087.06	1,500.00	200.00	304.00	2.64		2,006.64	2,080.42	49		
Mexico	2	10,715.95	2,200.00	1,499.99	399.99	23.48		4,123.46	6,592.49	38		
Milan	3	2,553.89	1,200.00	200.00	223.00	2.32		1,625.32	928.57	64		
Moberly	2	9,905.66	2,100.00	1,400.00	750.00	42.00	3,513.48	7,805.48	2,100.18	79		
Monett	3	4,020.21	1,500.00	408.24	167.00	7.28		2,082.52	1,937.69	52		
Monroe City	3	3,627.40	1,500.00	165.00	251.25	4.40		1,920.65	1,706.75	53		
Montgomery City	3	3,383.39	1,400.00	200.00	182.00	5.22		1,787.22	1,596.17	53	Do.	
Mound City	3	3,157.27	1,400.00		248.00	5.68		1,653.68	1,503.59	52		
Mountain Grove	3	2,859.53	1,300.00	220.00	187.95	1.31		1,700.26	1,150.27	60	Mail bags, 35 cents.	
Mount Vernon	3	2,550.09	1,200.00	150.00	160.29	1.69		1,511.98	1,038.11	59	Mail bags, 25 cents.	
Neosho	3	5,182.16	1,700.00	200.00	216.65	9.36		2,126.01	3,056.15	41		
Nevada	2	11,028.92	2,300.00	1,700.00	500.00	1.10	3,503.24	8,004.34	3,024.58	73		
New Madrid	3	2,301.00	1,000.00	135.00	154.00	4.24		1,293.24	1,007.76	56		
Norborne	3	2,131.82	1,100.00	199.98	163.37	2.16		1,465.51	666.31	69		
Odessa	3	2,962.93	1,400.00		149.21	2.64		1,551.85	1,411.08	52		
Oregon	3	2,168.34	1,100.00	100.00	129.30	2.72		1,332.02	836.32	61		
Osceola	3	2,237.90	1,200.00	200.00	176.00	2.72		1,578.72	659.18	71		
Palmyra	3	3,654.19	1,500.00	150.00	254.00	5.84		1,909.84	1,744.35	52		
Paris	3	3,381.09	1,400.00	208.24	170.25	4.48		1,782.97	1,598.12	53		
Pierce City	3	4,376.97	1,600.00	100.00	213.50	4.96		1,918.46	2,458.51	44		
Platte City	3	2,055.48	1,000.00		168.43	2.80		1,171.23	884.25	57		
Plattsburg	3	3,696.94	1,500.00	60.00	250.00	4.96		1,814.96	1,881.98	49		
Pleasant Hill	3	3,273.48	1,500.00		214.49	8.72		1,723.21	1,550.27	53		
Poplarbluff	3	6,622.83	1,800.00	60.00	354.38	12.16		2,226.54	4,396.29	34		
Princeton	3	3,581.24	1,300.00	300.00	158.00	2.32		1,760.32	1,820.92	49		
Richhill	3	6,066.70	1,800.00	200.00	385.51	7.60		2,393.11	3,673.59	39		
Richmond	3	4,466.29	1,600.00	200.00	231.95	9.36		2,041.31	2,424.98	46		
Rockport	3	3,354.81	1,300.00	200.00	117.00	4.56		1,621.56	1,733.25	48		
Rolla	3	3,819.06	1,400.00	300.00	199.91	3.92		1,903.83	1,915.23	50		
St. Charles	2	7,713.71	2,000.00	1,000.00	360.00	12.48		3,372.48	4,341.23	44		
St. Joseph	1	135,430.83	3,400.00	20,792.00	360.00	827.08	20,986.94	46,366.02	89,064.81	34	In Government building.	
St. Louis	1	1,575,722.84	6,000.00	290,688.93	5,202.78	9,491.08	317,604.83	628,987.62	946,735.22	40	Do.	
Salem	4	2,180.97	1,000.00	300.00	153.25	1.12		1,454.37	726.60	67		
Salisbury	3	3,510.39	1,500.00	200.00	254.00	5.60		1,959.60	1,550.79	56		

No. 10.—*Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1897*—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
MISSOURI—continued.											
Sarcoxie	3	$2,261.88	$1,000.00	$50.00	$154.00	$1.68	.....	$1,205.68	$1,056.20	53	
Savannah	3	3,045.66	1,400.00	150.00	226.00	5.84	.....	1,781.84	1,263.82	59	
Sedalia	2	25,685.45	2,700.00	4,200.00	.....	112.50	$6,341.67	13,354.17	12,331.28	52	In Government building.
Seneca	3	2,583.92	1,100.00	88.27	73.10	1.36	.....	1,262.73	1,321.19	49	
Shelbina	3	3,264.90	1,400.00	150.00	194.05	4.08	.....	1,748.13	1,516.77	54	
Sikeston	3	549.95	250.00	.....	2.10	.32	.....	252.42	297.53	46	Presidential Apr. 1, 1897.
Slater	3	3,617.18	1,500.00	29.50	192.00	5.20	.....	1,726.70	1,890.48	48	
Springfield	2	37,120.28	2,900.00	5,700.00	.....	136.40	11,864.48	20,600.88	16,519.40	55	In Government building.
Stanberry	3	4,260.71	1,600.00	250.00	281.50	2.80	.....	2,134.30	2,126.41	50	
Sweet Springs	3	2,443.95	1,300.00	.....	149.89	2.32	.....	1,452.21	991.74	59	
Tarkio	3	3,838.18	1,530.00	30.00	294.00	3.36	.....	1,827.36	2,010.82	48	
Thayer	3	1,929.05	1,000.00	300.00	157.60	1.68	.....	1,459.28	469.77	76	
Tipton	3	2,192.88	1,100.00	.....	71.00	2.00	.....	1,173.00	1,019.88	54	
Trenton	3	7,384.98	1,800.00	150.00	60.00	14.80	.....	2,024.80	5,360.18	27	
Troy	3	2,331.53	1,200.00	150.00	220.00	1.44	.....	1,571.44	760.09	67	
Unionville	3	4,058.57	1,500.00	200.00	169.75	6.48	.....	1,876.23	2,182.34	46	
Vandalia	3	2,486.13	1,200.00	100.00	178.00	2.08	.....	1,480.08	1,006.05	60	
Versailles	3	2,451.18	1,200.00	250.00	169.00	1.04	.....	1,620.04	831.14	66	
Warrensburg	2	8,979.43	2,100.00	1,100.00	460.00	14.40	.....	3,674.40	5,305.03	41	
Washington	3	3,328.28	1,400.00	200.00	212.00	6.08	.....	1,818.08	1,510.20	55	
Webb City	3	4,882.32	1,700.00	40.00	358.00	14.24	.....	2,112.24	2,770.08	43	
Webster Groves	3	2,745.06	1,300.00	.....	228.30	6.96	.....	1,535.26	1,209.80	56	
Wellsville	3	2,268.91	1,100.00	25.00	165.35	1.36	.....	1,291.71	977.20	57	
Weston	3	1,683.44	750.00	.....	78.00	1.36	.....	829.36	854.08	49	Presidential Oct. 1, 1896.
Westplains	3	5,506.25	1,700.00	500.00	303.00	9.68	.....	2,512.68	2,993.57	46	
Westport	3	2,389.95	1,100.00	.....	159.40	8.00	.....	1,267.40	1,122.55	53	
Willow Springs	3	2,787.42	1,300.00	100.00	198.00	3.20	.....	1,601.20	1,186.22	57	
Windsor	3	3,204.84	1,400.00	200.00	227.00	4.16	.....	1,831.16	1,373.68	57	
Total	.....	2,898,860.78	216,800.00	457,138.59	40,985.49	14,807.31	472,385.32	1,202,116.71	1,696,744.02	41	
MONTANA.											
Anaconda	2	18,374.94	2,400.00	2,300.00	766.67	19.80	.....	5,486.56	12,888.38	30	
Belt	2	1,891.74	650.00	.....	.....	.80	.....	650.80	1,240.94	34	Presidential, Jan. 1, 1897.
Billings	3	6,047.18	2,000.00	900.00	124.73	21.23	.....	3,045.96	3,001.22	50	
Boulder Valley	3	2,459.59	1,100.00	50.00	185.85	.80	.....	1,336.65	1,122.94	54	
Bozeman	3	7,909.75	1,700.00	75.00	61.00	4.16	.....	1,840.16	6,069.59	23	
Butte	1	49,242.70	3,000.00	8,050.54	600.00	256.31	7,328.72	19,235.57	30,007.13	39	
Deer Lodge	3	4,105.67	1,500.00	.....	327.25	1.36	.....	1,828.61	2,277.06	45	
Dillon	3	5,426.02	1,600.00	300.00	320.00	3.12	.....	2,223.12	3,202.90	41	

Fort Benton	3	2,690.53	1,100.00	100.00	191.00			1,391.00	1,299.53	52	
Glendive	3	2,463.18	1,100.00		190.00	.16		1,290.16	1,173.02	52	
Great Falls	2	18,520.96	2,500.00	2,800.00	681.56	32.66	2,070.88	8,085.10	10,435.86	44	
Hamilton	3	3,538.19	1,400.00		252 00	.16		1,652.16	1,886.03	47	
Helena	1	40,329.04	3,000.00	6,800.00	2,100.00	267.04	7,550.82	19,217.86	21,111.18	48	
Kalispell	3	5,393.81	1,700.00	25.00	152.00	1.84		1,878.84	3,514.97	35	
Lewistown	3	2,912.42	1,400.00	350.00	223.00			1,973.00	939.42	68	
Livingston	3	5,960.30	1,900.00	500.00	299.16	6.56		2,705.72	3,254.58	45	
Marysville	3	2,047.96	1,200.00	150.00	223.00			1,573.00	474.96	77	
Miles City	3	6,035.96	1,700.00	500.00	358.00	.88		2,558.88	3,477.08	42	
Missoula	2	11,815.82	2,300.00	1,800.00	166.67	15.54		4,282.21	7,533.61	36	
Phillipsburg	3	3,886.31	1,500.00		304.00	1.28		1,805.28	2,081.03	46	
Redlodge	3	2,598.03	1,100.00	160.00	176.00			1,436.00	1,162.03	55	
White Sulphur Springs	3	2,745,66	1,300.00		252.00			1,552.00	1,193.66	57	
Total		206,395.76	37,150.00	24,360.54	7,953.89	633.79	16,950.42	87,048.64	119,347.12	42	
NEBRASKA.											
Albion	3	3,224.94	1,300.00	80.00	263.50	2.48		1,645.98	1,578.96	51	
Alliance	3	3,602.81	1,500.00	150.00	279.00	2.16		1,931.16	1,671.65	54	
Alma	3	2,239.22	1,200.00	150.00	204.00	.64		1,554.64	684.58	69	
Arapahoe	3	2,175.26	1,000.00		174.00	.56		1,174.56	1,000.70	54	
Ashland	3	2,894.36	1,400.00	150.00	194.50	2.24		1,746.74	1,147.62	60	
Atkinson	3	1,861.08	1,000.00	150.00	174.00	1.28		1,325.28	535.80	71	
Auburn	3	2,862.92	1,300.00	100.00	242.00	3.20		1,645.20	1,217.72	57	
Aurora	3	4,291.68	1,500.00	60.00	304.00	3.84		1,867.84	2,423.84	44	
Beatrice	2	14,381.53	2,400.00	2,700.00		32.37	6,330.09	11,462.46	2,919.07	80	In Government building.
Beaver City	3	2,088.02	1,100.00		164.00	.88		1,264.88	823.14	61	
Blair	3	4,789.87	1,700.00	40.00	288.54	6.72		2,035.26	2,754.61	42	
Brokenbow	3	3,515.44	1,500.00	200.00	294.00	3.36		1,997.36	1,518.08	57	
Cambridge	3	2,475.07	1,200.00	20.00	213.55	.48		1,434.03	1,041.04	58	
Cedar Rapids	3	2,298.09	1,100.00		180.10	.80		1,280.90	1,017.19	56	
Central City	3	4,203.95	1,600.00	150.00	296.00	3.36		2,049.36	2,154.59	49	
Chadron	3	3,957.20	1,500.00	80.00	279.00	2.56		1,861.56	2,095.64	47	
Columbus	3	6,094.06	1,800.00	400.00	410.00	14.08		2,624.08	3,469.98	43	
Cozad	3	2,242.25	1,000.00		174.00	.96		1,174.96	1,067.29	52	
Crawford	3	2,398.60	1,200.00	100.00	198.00	1.20		1,499.20	899.40	63	
Creighton	3	2,291.28	1,000.00	400.00	166.00	2.32		1,568.32	722.96	68	
Crete	3	4,585.44	1,600.00	200.00	316.70	5.92		2,122.62	2,462.82	46	
David City	3	3,875.32	1,500.00	150.00	304.00	4.08		1,958.08	1,917.24	51	
Edgar	3	1,974.53	1,000.00	200.00	172.95	1.36		1,374.31	600.22	70	
Fairbury	3	6,184.65	1,800.00	400.00	300.00	5.52		2,505.52	3,679.13	41	
Fairfield	3	2,381.13	1,200.00		223.00	1.04		1,42[illegible].04	957.09	60	
Fairmont	3	2,343.45	1,100.00	200.00	163.60	.88		1,464.48	878.97	62	
Falls City	3	5,803.52	1,700.00	150.00	295.15	8.96		2,154.11	3,649.41	37	
Fremont	2	15,877.38	2,500.00	2,500.00		33.23	3,503.17	8,536.40	7,340.98	54	Do.
Friend	3	2,473.90	1,200,00		49.00	1.36		1,250 36	1,223.54	51	
Fullerton	3	2,901.58	1,400.00		276.50	2.56		1,679.06	1,222.52	58	
Geneva	3	3,502.64	1,500.00	150.00	280.00	1.68		1,931.68	1,570.96	55	
Genoa	3	2,115.77	1,000.00	100.00	174.00	1.52		1,275.52	840.25	60	
Gothenburg	3	2,239.54	1,000.00	150.00	174.00	.32		1,324.32	915.22	59	

No. 10.—*Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1897*—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
NEBRASKA—continued.											
Grand Island	2	$13,515.30	$2,300.00	$2,000.00	$600.00	$38.08	$8,505.72	$8,443.80	$5,071.50	62	
Hartington	3	2,464.30	1,200.00	150.00	223.00	2.01	.....	1,575.01	889.29	64	Mail bags 25 cents.
Harvard	3	2,110.23	1,200.00	.....	223.00	1.04	.....	1,424.04	686.19	67	
Hastings	2	14,595.90	2,400.00	2,700.00	824.86	.57	4,942.47	10,867.90	3,728.00	74	
Hebron	3	3,643.37	1,500.00	200.00	290.00	3.44	.....	1,993.44	1,649.93	55	
Holdrege	3	5,057.98	1,700.00	300.00	358.00	2.80	.....	2,360.80	2,697.18	47	
Hooper	3	1,689.85	1,000.00	.....	140.00	1.40	.....	1,141.40	548.45	68	
Humboldt	3	2,758.57	1,300.00	.....	202.25	1.92	.....	1,504.17	1,254.40	55	
Humphrey	3	391.93	250.00	.....	41.50	.24	.....	291.74	100.19	75	Presidential, Apr. 1, 1897.
Indianola	3	1,879.54	1,000.00	.....	174.00	.....	.....	1,174.00	705.54	62	
Kearney	2	10,089.36	2,100.00	1,900.00	650.00	2.75	2,637.03	7,289.78	2,799.58	72	
Lexington	3	3,483.47	1,400.00	300.00	277.00	1.76	.....	1,978.76	1,504.71	57	
Lincoln	1	79,172.26	3,300.00	14,700.00	.....	558.90	21,488.57	40,047.47	39,124.79	51	In Government building.
Lyons	3	2,058.27	1,000.00	.....	163.65	.58	.....	1,164.23	894.04	57	Mail bags 10 cents.
McCook	3	4,941.50	1,500.00	300.00	245.50	4.00	.....	2,049.50	2,892.00	41	
Madison	3	2,788.64	1,400.00	100.00	251.98	2.56	.....	1,754.54	1,034.10	63	
Minden	3	3,394.81	1,400.00	200.00	277.00	2.32	.....	1,879.32	1,515.49	55	
Nebraska City	2	9,462.81	2,100.00	1,800.00	.....	25.14	4,390.67	8,315.81	1,147.00	88	In Government building.
Neligh	3	3,106.73	1,300.00	100.00	250.00	2.96	.....	1,652.96	1,453.77	53	
Nelson	3	2,175.85	1,000.00	.....	171.50	.96	.....	1,172.46	1,003.39	54	
Norfolk	2	8,755.81	2,000.00	1,100.00	460.00	18.57	.....	3,578.57	5,177.24	41	
Northbend	3	2,101.07	1,100.00	.....	196.00	1.52	.....	1,297.52	803.55	62	
North Platte	3	5,313.14	1,700.00	300.00	358.00	4.16	.....	2,362.16	2,950.98	44	
Oakland	3	2,250.44	1,100.00	.....	196.00	1.68	.....	1,297.68	952.76	58	
Omaha	1	270,034.60	3,700.00	44,905.78	950.00	1,132.91	69,915.54	120,604.23	149,430.37	45	Do.
O'Neill	3	3,004.95	1,300.00	300.00	250.00	3.60	.....	1,853.60	1,151.35	62	
Ord	3	2,838.41	1,300.00	150.00	244.24	2.80	.....	1,697.04	1,141.37	60	
Orleans	3	2,129.71	1,100.00	150.00	196.00	.64	.....	1,446.64	683.07	68	
Osceola	3	1,940.79	1,100.00	.....	165.52	1.28	.....	1,266.80	673.99	65	
Pawnee City	3	4,213.85	1,600.00	100.00	230.00	2.64	.....	1,938.64	2,275.21	46	
Pender	3	1,910.55	1,100.00	20.00	184.25	1.60	.....	1,305.85	604.70	68	
Pierce	3	2,028.65	1,000.00	.....	164.00	1.52	.....	1,165.52	863.13	57	
Plattsmouth	3	8,614.92	1,900.00	100.00	420.00	11.76	.....	2,431.76	6,183.16	28	
Ponca	3	2,081.01	1,100.00	250.00	196.00	3.84	.....	1,549.84	531.17	74	
Randolph	3	2,161.37	1,100.00	.....	166.00	.40	.....	1,266.40	894.97	59	
Redcloud	3	3,668.90	1,400.00	225.00	277.00	3.20	.....	1,905.20	1,763.70	52	
Rushville	3	1,726.92	1,000.00	50.00	174.00	.96	.....	1,224.96	501.96	71	
St. Paul	3	3,348.98	1,500.00	200.00	254.00	11.28	.....	1,965.28	1,383.70	59	
Schuyler	3	4,331.39	1,500.00	250.00	294.00	3.92	.....	2,047.92	2,283.47	47	
Seward	3	3,880.88	1,500.00	300.00	270.00	3.68	.....	2,073.68	1,807.20	53	
Sidney	3	1,957.65	1,000.00	150.00	174.00	1.68	.....	1,325.68	631.97	68	

South Omaha	2	33,761.91	2,800.00	4,300.00	917.77	90.08	4,378.76	12,486.61	21,275.30	37	
Stanton	3	2,130.86	1,100.00	100.00	193.49	2.08		1,395.57	735.29	66	
Stromsburg	3	2,476.18	1,400.00	20.00	220.00			1,640.00	836.18	66	
Superior	3	3,544.84	1,500.00	300.00	274.00	3.20		2,077.20	1,467.64	59	
Sutton	3	2,396.52	1,100.00		187.45	1.68		1,289.13	1,107.39	54	
Syracuse	3	2,374.39	1,200.00		122.25	2.08		1,324.33	1,050.06	56	
Tecumseh	3	3,819.20	1,500.00		264.00	4.56		1,768.56	2,050.64	46	
Tekamah	3	3,126.94	1,400.00	100.00	230.00	2.08		1,732.08	1,394.86	55	
Wahoo	3	3,970.37	1,500.00	300.00	304.00	4.72		2,108.72	1,861.65	53	
Wakefield	3	2,018.15	1,100.00		180.00	1.60		1,281.60	736.55	64	
Wayne	3	4,256.26	1,500.00	25.00	234.00	3.92		1,762.92	2,493.34	41	
Weeping Water	3	2,363.55	1,200.00		213.96	.80		1,414.76	948.79	60	
Westpoint	3	3,691.36	1,500.00	300.00	304.00	3.92		2,107.92	1,583.44	57	
Wilber	3	4,652.83	1,600.00		316.00	2.64		1,918.64	2,734.19	41	
Wisner	3	1,919.74	1,000.00		126.00	.80		1,126.80	792.94	59	
Wymore	3	3,389.55	1,400.00	40.00	272.00	6.40		1,718.40	1,671.15	51	
York	2	9,268.49	2,000.00	1,300.00	1.00	10.08		3,311.08	5,957.41	36	
Total		726,382.28	131,050.00	89,215.78	22,775.26	2,161.63	121,092.02	366,294.69	360,087.59	50	
NEVADA.											
Austin	3	1,455.91	750.00	187.50	90.00	.48		1,027.98	427.93	71	Presidential, Oct. 1, 1896.
Carson City	3	7,978.33	1,900.00	699.99		24.64		2,624.63	5,353.70	33	In Government building.
Delamar	3	639.19	275.00	5.00	55.75	.40		336.15	303.04	53	Presidential, Apr. 1, 1897
Elko	3	3,322.60	1,200.00	243.00	194.00	1.20		1,638.20	1,684.40	49	
[illegible]	3	2,158.98	1,100.00	1,000.00	156.00	2.96		2,258.96		105	Deficit, $99.98.
[illegible]	2	9,716.74	2,100.00	1,400.00	305.00	17.04		3,822.04	5,894.70	39	
[illegible]	3	6,062.45	1,700.00		390.00	6.32		2,096.32	3,966.13	35	
[illegible]	3	2,606.60	1,260.00	200.00	196.00	1.92		1,597.92	1,008.68	61	
[illegible]		[illegible]	10,235.00	3,735.49	138[illegible]6.75	54.96		15,402.20	18,538.60	45	
[illegible]		[illegible]	[illegible]		199.00	4.88		1,403.88	1,206.95	54	
[illegible]		[illegible]	[illegible]	50.00	125.00	4.96		1,479.96	1,365.89	52	
[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		[illegible]	[illegible]	[illegible]	In Government building.
New Brunswick											
Newton											
Nutley											

No. 10.—*Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1897*—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
NEW HAMPSHIRE—con'd.											
Keene	2	$18,994.10	$2,500.00	$2,632.15	$1,100.00	$104.72	$3,503.82	$9,840.69	$9,153.41	52	
Laconia	2	10,027.62	2,300.00	1,600.00	698.00	46.56	2,694.59	7,339.15	2,688.47	72	
Lakeport	3	3,691.41	1,500.00	150.00	301.75	16.72	.....	1,968.47	1,722.94	53	
Lancaster	3	6,291.30	1,800.00	200.00	360.00	15.12	.....	2,375.12	3,916.18	38	
Lebanon	3	6,723.16	1,900.00	60.00	164.00	19.68	.....	2,143.68	4,579.48	32	
Lisbon	3	3,058.86	1,400.00	150.00	188.00	7.20	.....	1,745.20	1,313.66	57	
Littleton	3	6,331.43	1,800.00	250.00	310.00	14.56	.....	2,374.56	3,956.87	38	
Manchester	1	63,099.69	3,200.00	11,348.00	.....	770.92	19,908.76	35,227.68	27,872.01	56	In Government building.
Meredith	3	2,311.09	1,100.00	.....	96.35	6.88	.....	1,202.23	1,108.86	52	
Milford	3	6,267.66	1,700.00	5.00	150.00	20.88	.....	1,875.88	4,391.78	30	
Nashua	2	30,342.00	2,800.00	3,848.00	1,500.00	224.74	8,622.63	16,995.37	13,346.63	56	
Newmarket	3	2,761.69	1,300.00	.....	250.00	7.60	.....	1,557.60	1,204.09	56	
Newport	3	4,345.51	1,600.00	400.00	306.00	10.64	.....	2,316.64	2,028.87	53	
Penacook	3	3,648.18	1,500.00	.....	204.00	12.56	.....	1,716.56	1,931.62	47	
Peterboro	3	4,194.05	1,600.00	.....	231.00	8.88	.....	1,839.88	2,354.17	44	
Pittsfield	3	2,889.26	1,300.00	200.00	150.00	9.92	.....	1,659.92	1,229.34	57	
Plymouth	3	4,681.72	1,600.00	22.50	355.00	14.96	.....	1,992.46	2,689.26	43	
Portsmouth	2	25,756.90	2,600.00	3,424.00	.....	200.85	6,027.85	12,252.70	13,504.20	48	Do.
Rochester	2	11,008.91	2,200.00	1,800.00	250.00	54.30	.....	3,804.30	7,204.61	35	
Somersworth	3	6,127.41	1,700.00	200.00	358.00	29.60	.....	2,287.60	3,839.81	37	
Suncook	3	2,530.20	1,200.00	.....	223.00	9.60	.....	1,432.60	1,097.60	57	
Tilton	3	5,010.67	1,700.00	150.00	258.00	14.16	.....	2,122.16	2,888.51	42	
West Lebanon	3	3,097.49	1,400.00	.....	133.00	2.72	.....	1,535.72	1,561.77	50	
Whitefield	3	3,376.11	1,300.00	.....	236.00	7.20	.....	1,543.20	1,832.91	46	
Wilton	3	2,601.63	1,300.00	150.00	200.00	7.98	.....	1,657.98	943.70	64	Mail bags, 25 cents.
Winchester	3	2,353.71	1,100.00	.....	126.53	7.52	.....	1,234.05	1,119.66	53	
Wolfboro	3	4,679.09	1,500.00	200.00	215.00	13.44	.....	1,928.44	2,750.65	41	
Woodsville	3	2,753.06	1,200.00	.....	174.00	9.60	.....	1,383.60	1,369.46	50	
Total	.....	379,504.52	77,000.00	38,870.04	13,464.63	2,620.72	56,692.29	188,647.68	190,856.84	49	
NEW JERSEY.											
Arlington	2	15,334.86	2,400.00	900.00	310.00	41.20	.....	3,651.20	11,683.66	24	
Asbury Park	2	28,874.60	2,700.00	5,393.48	1,400.00	307.41	5,909.34	15,710.23	13,164.37	54	
Atlantic City	1	49,463.55	3,100.00	6,933.42	2,000.00	1,305.37	10,461.57	23,800.36	25,663.19	48	
Atlantic Highlands	3	3,678.40	1,600.00	50.00	304.00	32.56	.....	1,986.56	1,691.84	54	
Bayonne	2	19,555.94	2,500.00	2,114.31	459.49	159.79	9,676.56	14,910.15	4,645.79	76	
Belleville	3	2,980.42	1,400.00	.....	143.19	20.00	.....	1,563.19	1,417.23	52	
Belvidere	3	3,452.29	1,600.00	40.00	252.28	13.84	.....	1,906.12	1,546.17	55	
Beverly	3	4,521.08	1,600.00	.....	132.00	14.48	.....	1,746.48	2,774.60	39	

Presidential, Oct 1, 1900

[illegible]	4,881.85	9,481.20	8,810.91	52
[illegible]		2,034.88	2,080.38	41
[illegible]		2,840.32	3,063.07	48
[illegible]		1,871.97	3,002.43	38
[illegible]	5,317.83	10,581.97	5,868.71	64
[illegible]	9,050.98	6,608.48	4,169.76	61
[illegible]		1,113.42	1,021.77	52
[illegible]	97,828.47	43,990.71	16,957.60	72
[illegible]		2,645.20	5,006.01	85
[illegible]		1,269.48	886.53	50
[illegible]		1,072.64	1,083.47	50
[illegible]		2,230.82	10,928.52	17
[illegible]		2,010.16	2,056.67	40
[illegible]		3,684.40	8,828.24	[illegible]
[illegible]	11,721.25	20,262.01	19,878.32	50
[illegible]	17,510.29	20,015.66	20,379.27	59
[illegible]	2,053.65	6,590.41	8,587.43	48
14.08		2,449.08	4,092.52	47
49.78		3,409.78	5,207.30	[illegible]
4.16		1,406.10	810.68	[illegible]
9.28		[illegible]	2,194.43	[illegible]
30.08		1,120.06	[illegible]	[illegible]
30.96		[illegible]	[illegible]	[illegible]
85.67	4,193.86	9,171.24	[illegible]	[illegible]
17.92		[illegible]	[illegible]	[illegible]
42.84		[illegible]	[illegible]	[illegible]
12.40		[illegible]	[illegible]	[illegible]
12.86		[illegible]	[illegible]	[illegible]
456.27	16,796.61	[illegible]	[illegible]	[illegible]
16.80		[illegible]	[illegible]	[illegible]
1,624.19	85,385.50	[illegible]	[illegible]	[illegible]
26.64		[illegible]	[illegible]	[illegible]
121.84		[illegible]	[illegible]	[illegible]
31.04		[illegible]	[illegible]	[illegible]
6.40		1,707.64	[illegible]	[illegible]
134.00		[illegible]	[illegible]	[illegible]
20.76		[illegible]	[illegible]	[illegible]
68.57		2,722.01	[illegible]	[illegible]
14.18		1,474.72	[illegible]	[illegible]
[illegible]		1,793.52	[illegible]	[illegible]
[illegible]		4,022.28	[illegible]	[illegible]
[illegible]		[illegible]	[illegible]	[illegible]
[illegible]		1,081.24	[illegible]	[illegible]
[illegible]		8,276.99	[illegible]	[illegible]
[illegible]		[illegible]	[illegible]	[illegible]
[illegible]		2,092.96	[illegible]	[illegible]
[illegible]		13,253.28	[illegible]	[illegible]
[illegible]		2,342.80	[illegible]	[illegible]
[illegible]		[illegible]	[illegible]	[illegible]
[illegible]		[illegible]	[illegible]	[illegible]
[illegible]		[illegible]	[illegible]	[illegible]
[illegible]		1,421.74	[illegible]	[illegible]

Bolivar		
Boonville		
Brewster	3	
Brighton	3	6,11.

No. 10.—*Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1897*—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
NEW JERSEY—cont'd.											
Ocean City	3	$3,749.10	$1,200.00	$60.00	$185.00	$22.32	.....	$1,467.32	$2,281.78	39	
Ocean Grove	2	11,695.84	2,400.00	2,124.70	600.00	114.60	.....	5,239.30	6,456.54	45	
Orange	2	35,387.68	2,900.00	4,400.00	1,700.00	559.46	$11,121.06	20,680.52	14,707.16	58	
Orange Valley	3	4,940.55	1,600.00	.....	247.13	12.00	.....	1,859.13	3,081.42	38	
Palmyra	3	3,023.03	1,400.00	20.00	195.00	13.12	.....	1,628.12	1,395.81	54	
Passaic	2	30,754.95	2,800.00	3,400.00	900.00	164.38	7,758.57	15,022.95	15,732.00	49	
Paterson	1	69,961.59	3,200.00	10,329.95	1,644.57	583.06	33,577.08	49,334.66	20,626.93	71	
Perth Amboy	2	10,950.05	2,200.00	1,495.87	692.88	59.60	3,505.97	7,954.32	2,995.73	73	
Phillipsburg	2	7,240.27	2,000.00	917.59	245.50	60.00	.....	3,223.09	4,017.18	45	
Plainfield	2	30,266.21	2,800.00	3,448.00	1,510.00	275.06	9,558.70	17,591.76	12,674.45	59	
Princeton	2	15,415.32	2,400.00	1,800.00	700.00	166.93	3,986.80	9,053.73	6,361.59	59	
Rahway	2	13,971.93	2,300.00	1,500.00	399.70	117.22	.....	4,316.92	9,655.01	31	
Raritan	3	2,361.08	1,100.00	.....	196.00	5.60	.....	1,301.60	1,059.48	55	
Redbank	2	12,609.08	2,300.00	1,599.95	494.95	76.24	.....	4,471.14	8,138.54	35	
Ridgewood	3	6,026.71	1,700.00	.....	287.00	26.56	.....	2,013.56	4,013.15	33	
Riverton	3	2,822.93	1,100.00	.....	125.00	18.48	.....	1,243.48	1,579.45	44	
Rockaway	3	2,337.09	1,100.00	150.00	148.55	10.96	.....	1,409.51	927.58	60	
Roselle	3	4,207.24	1,700.00	.....	301.00	22.80	.....	2,023.80	2,183.44	48	
Rutherford	2	10,854.37	2,200.00	1,800.00	600.00	51.03	.....	4,651.03	6,203.34	43	
Salem	3	7,313.36	1,900.00	200.00	400.00	23.12	.....	2,523.12	4,790.24	35	
Shorthills	3	2,593.19	1,400.00	.....	243.72	13.60	.....	1,657.32	935.87	64	
Somerville	2	11,596.62	2,200.00	1,100.00	800.00	56.64	.....	4,156.64	7,439.98	36	
South Amboy	3	3,732.75	1,500.00	50.00	159.23	21.52	.....	1,730.75	2,002.00	46	
South Orange	2	10,938.58	2,000.00	1,000.00	285.45	94.08	.....	3,379.53	7,559.05	31	
South River	3	2,160.90	1,000.00	.....	170.00	7.28	.....	1,177.28	983.62	55	
Summit	2	10,363.67	2,300.00	1,871.11	450.00	108.70	.....	4,729.81	5,633.86	46	
Swedesboro	3	1,458.08	750.00	.....	100.50	3.76	.....	854.26	603.82	59	Presidential, Oct. 1, 1897.
Tenafly	3	3,317.39	1,200.00	.....	118.50	13.12	.....	1,331.62	1,985.77	40	
Toms River	3	3,076.97	1,400.00	.....	120.81	9.04	.....	1,529.85	1,547.12	50	
Trenton	1	97,439.89	3,300.00	14,260.00	.....	1,008.19	27,446.92	46,015.11	51,424.78	47	In Government building.
Vineland	2	11,708.37	2,300.00	1,600.00	500.00	39.24	3,705.56	8,144.80	3,563.57	70	
Washington	2	18,245.42	2,600.00	2,698.10	600.00	105.01	1,387.06	7,390.17	10,855.25	41	
Weehawken	3	8,329.01	1,900.00	.....	251.39	41.44	.....	2,192.83	6,136.18	26	
Westfield	2	13,815.49	2,300.00	1,775.00	570.00	40.34	.....	4,685.34	9,130.15	34	
West Hoboken	2	24,183.65	2,500.00	1,899.98	298.00	61.41	.....	4,259.39	19,924.26	18	
West Orange	3	1,862.52	500.00	.....	78.99	11.92	.....	590.91	1,271.61	32	Presidential, Jan. 1, 1897.
Woodbridge	3	5,416.51	1,900.00	.....	249.60	11.92	.....	2,161.52	3,254.99	40	
Woodbury	2	13,564.78	2,300.00	1,699.17	450.00	56.56	.....	4,505.73	9,059.05	33	
Woodstown	3	2,820.79	1,300.00	.....	176.25	8.80	.....	1,485.05	1,335.74	53	
Total	.....	1,840,235.60	195,360.00	225,731.25	42,656.90	14,714.94	466,489.05	944,942.14	895,293.46	51	

NEW MEXICO.											
Albuquerque	2	24,113.33	2,600.00	3,500.00	1,200.00	119.08	4,100.92	11,520.00	12,593.33	48	
Deming	3	2,727.68	1,300.00	12.50	250.00	1.84		1,564.34	1,163.34	57	
East Las Vegas	3	6,638.41	1,800.00	150.00	328.00	7.44		2,285.44	4,352.97	34	
Eddy	3	3,644.77	1,600.00	100.00	331.00	2.56		2,033.56	1,611.21	56	
Gallup	3	2,514.82	1,200.00		178.03	1.52		1,379.55	1,135.27	55	
Las Cruces	3	2,375.48	1,100.00	200.00	196.00	4.80		1,500.80	874.68	63	
Las Vegas	3	3,495.38	1,600.00	350.00	236.00	2.08		2,188.08	1,307.30	63	
Raton	3	4,787.22	1,600.00		287.00	3.84		1,890.84	2,896.38	39	
Roswell	3	3,205.41	1,500.00	30.00	191.00	1.44		1,722.44	1,482.97	54	
Santa Fe	2	8,114.73	2,000.00	1,400.00	126.00	7.04		3,533.04	4,581.69	44	In Government building.
Silver City	3	4,097.55	1,500.00	400.00	304.00	3.20		2,207.20	1,890.35	54	
Socorro	3	2,258.90	1,200.00		277.00	.80		1,477.80	781.10	65	
Total		67,973.68	19,000.00	6,142.50	3,904.03	155.64	4,100.92	33,303.09	34,670.59	49	
NEW YORK.											
Adams	3	3,333.21	1,400.00	200.00	277.00	5.52		1,882.52	1,450.69	56	
Addison	3	3,997.77	1,600.00	200.00	326.98	6.56		2,133.54	1,864.23	53	
[illegible]	3	2,118.71	1,000.00		114.00	2.72		1,116.72	1,001.99	53	
[illegible]	1	224,402.01	3,600.00	39,797.50	200.00	1,825.02	50,941.48	96,364.00	128,038.01	43	In Government building.
[illegible]	2	7,906.97	2,000.00	1,000.00	600.00	22.16		3,622.16	4,284.81	46	
[illegible]	3	2,951.63	1,400.00	150.00	252.00	11.44		1,813.44	1,138.19	61	
[illegible]	[illegible]	2,964.78	1,400.00		199.30	4.80		1,604.10	1,360.68	54	
[illegible]	[illegible]	3,143.27	1,400.00		144.85	8.00		1,552.85	1,590.42	49	
[illegible]	[illegible]	2,448.37	1,200.00	300.00	147.50	4.80		1,652.30	796.07	67	
[illegible]	[illegible]	[illegible]	1,300.00		250.00	18.24		1,568.24	1,886.71	45	
[illegible]	[illegible]	[illegible]	2,700.00	3,500.00	1,417.61	133.50	6,132.41	13,883.82	11,018.10	56	
[illegible]	[illegible]	[illegible]	[illegible]		75.45	2.64		1,078.09	1,049.13	51	
[illegible]	[illegible]	[illegible]	[illegible]	900.00	154.00	.72		1,354.72	779.64	63	
[illegible]	[illegible]	[illegible]	[illegible]	900.00	108.00	2.00		1,368.00	969.07	59	
[illegible]	[illegible]	[illegible]	[illegible]		103.00	1.36		1,304.36	687.73	65	
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	137.70	6.80		1,144.50	1,008.34	53	
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	304.00	5.92		1,959.92	1,883.83	51	
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	14,048.81	24,655.77	21,626.88	53	Do.
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		1,312.08	830.41	61	
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		1,858.79	1,575.01	54	
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		2,188.40	4,512.46	33	
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		1,732.62	1,390.61	57	
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		[illegible]	3,100.90	42	
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	4,708.13	42	
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		11,602.43	5,428.08	68	
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		[illegible]	7,618.88	33	
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		[illegible]	[illegible]	43	
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		[illegible]	[illegible]	50	
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	38	Do.
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		[illegible]	[illegible]	55	
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		[illegible]	[illegible]	46	
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		[illegible]	[illegible]	49	
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		[illegible]	[illegible]	36	
Holley	3										

No. 10.—*Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1897*—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
NEW YORK—continued.											
Brockport	2	$12,987.03	$2,400.00	$1,900.00	$450.00	$22.31	.....	$4,772.31	$8,164.72	37	
Brockton	3	2,267.14	1,100.00	.....	78.45	3.20	.....	1,181.65	1,085.49	52	
Brooklyn	1	1,113,053.12	6,000.00	245,659.77	23,089.53	15,915.29	$575,926.44	866,591.03	246,462.09	78	In Government building.
Buffalo	1	704,159.62	6,000.00	122,822.98	4,386.73	5,547.89	179,942.22	318,699.82	385,459.80	45	Do.
Caledonia	3	2,255.14	1,100.00	.....	196.00	3.52	.....	1,299.52	955.62	58	
Cambridge	3	6,080.90	1,700.00	.....	234.78	11.44	.....	1,946.22	4,134.68	32	
Camden	3	5,436.11	1,700.00	120.00	333.00	9.76	.....	2,162.76	3,273.35	40	
Canajoharie	2	9,009.10	2,000.00	1,000.00	400.00	36.82	.....	3,436.82	5,572.28	38	
Canandaigua	2	13,334.00	2,400.00	1,900.00	.....	43.12	3,508.97	7,852.09	5,481.91	59	Do.
Canastota	3	5,823.13	1,700.00	250.00	358.00	17.76	.....	2,325.76	3,497.37	40	
Canisteo	3	2,943.51	1,400.00	200.00	269.50	5.20	.....	1,874.70	1,068.81	64	
Canton	3	7,964.39	1,900.00	250.00	435.00	14.40	.....	2,599.40	5,364.99	33	
Cape Vincent	3	3,373.31	1,500.00	40.00	189.13	2.16	.....	1,731.29	1,642.02	51	
Carmel	3	2,244.02	1,100.00	.....	103.00	5.04	.....	1,208.04	1,035.98	54	
Carthage	3	6,287.22	1,800.00	600.00	410.00	16.16	.....	2,826.16	3,461.06	45	
Castile	3	3,330.16	1,400.00	.....	250.00	5.68	.....	1,655.68	1,674.48	50	
Castleton	3	2,408.23	1,000.00	400.00	169.95	6.96	.....	1,576.91	831.32	65	
Catskill	2	12,041.90	2,300.00	1,800.00	482.50	54.98	.....	4,637.48	7,404.42	39	
Cattaraugus	3	3,292.62	1,300.00	150.00	187.00	3.52	.....	1,640.52	1,652.10	50	
Cazenovia	3	6,032.03	1,800.00	200.00	300.09	18.40	.....	2,318.40	3,713.63	38	
Chateaugay	3	2,545.27	1,100.00	.....	196.00	3.36	.....	1,299.36	1,245.91	51	
Chatham	3	5,998.38	1,800.00	400.00	360.00	20.80	.....	2,580.80	3,417.58	43	
Chester	3	1,999.61	1,100.00	.....	154.00	6.00	.....	1,260.00	739.61	63	
Clayton	3	4,225.78	1,500.00	60.00	254.00	7.44	.....	1,821.44	2,404.34	43	
Clifton Springs	3	6,188.88	1,700.00	.....	350.00	18.48	.....	2,068.48	4,120.40	33	
Clinton	3	5,074.60	1,600.00	200.00	193.15	15.28	.....	2,008.43	3,066.17	40	
Clyde	3	5,694.24	1,700.00	300.00	338.00	19.20	.....	2,357.20	3,337.04	44	
Cobleskill	3	5,299.30	1,800.00	250.00	275.50	12.24	.....	2,337.74	2,961.56	44	
Cohocton	3	3,074.84	1,400.00	100.00	147.16	1.36	.....	1,648.52	1,426.32	54	
Coboes	2	16,610.59	2,500.00	2,300.00	1,100.00	82.04	8,637.04	14,619.08	1,991.51	88	
Coldspring	3	3,410.54	1,400.00	.....	199.04	15.76	.....	1,614.80	1,795.74	47	
Collegepoint	3	3,498.18	1,500.00	.....	264.00	27.28	.....	1,791.28	1,706.90	51	
Cooperstown	3	6,932.25	1,900.00	300.60	467.50	14.00	.....	2,681.50	4,250.75	39	
Corning	2	16,513.86	2,500.00	2,261.04	938.37	110.46	5,260.36	11,070.23	5,443.63	67	
Cornwall on the Hudson	3	3,436.43	1,400.00	.....	139.00	31.12	.....	1,570.12	1,866.31	46	
Cortland	2	21,371.19	2,600.00	3,000.00	1,000.00	92.37	5,412.24	12,104.61	9,266.58	57	
Coxsackie	3	3,621.34	1,500.00	200.00	243.12	12.48	.....	1,955.60	1,665.74	54	
Croton-on-Hudson	3	1,581.90	750.00	.....	116.25	4.40	.....	870.65	711.25	55	Presidential, Oct. 1, 1896.
Cuba	3	5,117.50	1,700.00	250.00	294.00	8.64	.....	2,252.64	2,864.86	44	
Dansville	2	14,891.23	2,400.00	1,900.00	483.33	27.09	.....	4,810.42	10,080.81	32	
Delhi	3	4,759.45	1,700.00	300.00	333.00	11.60	.....	2,344.60	2,414.85	49	

Deposit	3	4,564.80	1,600.00	140.00	300.00	8.24	....	2,048.24	2,516.56	45
Deruyter	3	2,231.94	1,100.00	150.00	132.99	2.64	....	1,385.63	846.31	62
Dobbs Ferry	3	5,330.59	1,600.00	....	296.00	63.04	....	1,959.04	3,371.55	37
Dolgeville	3	4,179.78	1,600.00	....	250.75	7.04	....	1,857.79	2,321.99	44
Dundee	3	3,140.09	1,400.00	....	252.00	4.72	....	1,656.72	1,483.87	53
Dunkirk	2	13,728.62	2,400.00	1,761.67	544.60	75.41	4,695.07	9,476.75	4,251.87	69
Earlville	3	2,525.97	1,200.00	....	198.00	2.08	....	1,400.08	1,125.89	55
East Aurora	3	3,215.94	1,300.00	....	194.70	9.04	....	1,503.74	1,712.20	47
East Syracuse	3	2,620.05	1,100.00	....	154.00	8.00	....	1,262.00	1,358.05	48
Elizabethtown	3	2,241.42	1,100.00	100.00	128.75	4.72	....	1,333.47	907.95	60
Ellenville	3	6,302.77	1,800.00	200.00	310.00	12.80	....	2,322.80	3,979.97	37
Ellicottville	3	2,050.70	1,100.00	....	160.00	3.52	....	1,263.52	787.18	62
Elmira	1	67,668.11	3,094.51	11,745.39	3,000.00	1,420.46	18,791.11	38,051.47	29,616.64	56
Fairport	3	5,235.19	1,700.00	200.00	350.00	12.40	....	2,262.40	2,972.79	43
Farmer	3	2,074.90	1,000.00	....	118.00	4.64	....	1,122.64	952.26	54
Far Rockaway	3	7,415.72	1,900.00	100.00	360.00	78.24	....	2,438.24	4,977.48	33
Fayetteville	3	3,593.25	1,200.00	....	197.65	6.96	....	1,404.61	2,188.64	39
Fishkill on the Hudson	3	6,480.76	1,800.00	243.00	360.00	32.48	....	2,435.48	4,045.28	38
Floral Park	1	38,507.28	3,000.00	4,100.00	541.58	15.92	....	7,657.50	30,849.78	20
Flushing	2	23,760.39	2,600.00	2,500.00	520.98	135.96	6,239.68	11,996.62	11,763.77	50
Fonda	3	5,621.57	1,500.00	200.00	279.00	8.24	....	1,987.24	3,634.33	35
Fort Edward	3	5,167.86	1,600.00	172.50	196.00	23.44	....	1,991.94	3,175.92	39
Fort Plain	2	9,691.90	2,200.00	1,300.00	500.00	25.78	....	4,025.78	5,666.12	42
Frankfort	3	3,602.68	1,400.00	....	182.16	10.08	....	1,592.24	2,010.44	44
Franklinville	3	4,245.79	1,500.00	....	160.27	5.76	....	1,666.03	2,579.76	39
Fredonia	2	11,534.32	2,300.00	1,600.00	500.00	83.63	....	4,433.63	7,100.69	38
Freeport	3	2,302.02	1,000.00	....	166.58	16.56	....	1,183.09	1,118.93	51
Friendship	3	3,032.93	1,400.00	100.00	250.00	5.36	....	1,755.36	1,277.57	58
Fulton	2	11,594.14	2,300.00	1,600.00	400.00	68.23	....	4,368.23	7,225.91	38
Fultonville	3	2,488.63	1,200.00	....	208.00	7.84	....	1,415.84	1,072.79	57
Geneseo	3	6,743.44	1,800.00	300.00	349.50	14.00	....	2,463.50	4,279.94	37
Geneva	2	29,390.63	2,800.00	4,600.00	914.90	94.46	5,283.48	13,692.84	15,697.79	47
Glencove	3	4,939.11	1,700.00	....	238.00	22.40	....	1,960.40	2,978.71	40
Glens Falls	2	21,120.87	2,500.00	2,500.00	1,000.00	122.59	5,180.62	11,303.21	9,817.66	54
Gloversville	2	21,900.31	2,600.00	3,224.00	1,350.00	127.44	7,019.39	14,320.83	7,579.48	65
Goshen	3	10,479.71	1,900.00	400.00	383.00	33.04	....	2,716.04	7,763.67	26
Gouverneur	2	7,980.11	2,000.00	1,000.00	600.00	16.04	....	3,616.04	4,364.07	45
Gowanda	3	3,341.23	1,300.00	....	250.00	4.88	....	1,554.88	1,786.35	47
Granville	3	4,614.21	1,600.00	200.00	320.00	10.96	....	2,130.96	2,483.25	46
Greene	3	5,029.37	1,600.00	200.00	331.00	3.44	....	2,134.44	2,894.93	42
Greenport	3	6,285.89	1,700.00	150.00	348.62	16.48	....	2,215.10	4,070.79	35
Greenwich	3	4,284.68	1,600.00	140.00	256.00	8.32	....	2,004.32	2,280.36	47
Groton	3	4,450.73	1,600.00	....	212.00	4.08	....	1,816.08	2,634.65	41
Hamburg	3	3,004.23	1,400.00	150.00	160.83	7.68	....	1,718.51	1,285.72	57
Hamilton	3	6,166.30	1,800.00	....	315.00	15.12	....	2,130.12	4,036.18	35
Hammondsport	3	3,475.24	1,500.00	250.00	179.00	4.88	....	1,933.88	1,541.36	56
Hancock	3	2,857.07	1,200.00	250.00	150.00	4.72	....	1,604.72	1,252.35	56
Haverstraw	3	5,337.44	1,700.00	200.00	358.00	22.32	....	2,280.32	3,057.12	43
Hempstead	3	6,176.77	1,800.00	100.00	420.00	43.68	....	2,363.68	3,813.09	38
Herkimer	2	9,413.52	2,100.00	1,300.00	550.00	37.09	....	3,987.09	5,426.43	42
Highland Falls	3	2,381.19	1,200.00	....	179.67	18.24	....	1,397.91	983.28	58
Holley	3	3,916.15	1,600.00	120.00	208.00	6.80	....	1,934.80	1,981.35	49

No. 10.—*Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1897*—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
NEW YORK—cont'd.											
Homer	3	$5,227.39	$1,800.00	$200.00	$360.00	$8.96	.....	$2,368.96	$2,858.43	45	
Honeoye Falls	3	2,595.77	1,500.00	.....	147.56	3.28	.....	1,650.84	944.93	64	
Hoosick Falls	2	8,577.96	2,200.00	1,600.00	500.00	37.34	$2,663.28	7,000.62	1,577.34	82	
Hornellsville	2	17,132.98	2,500.00	2,570.00	1,000.00	78.37	5,267.41	11,415.78	5,717.20	67	
Horseheads	3	4,448.75	1,600.00	200.00	276.54	7.44	.....	2,083.98	2,364.77	47	
Hudson	2	16,844.26	2,500.00	2,506.00	1,080.00	242.51	4,388.23	10,716.74	6,127.52	64	
Huntington	2	8,129.39	2,000.00	800.00	240.00	21.28	.....	3,061.28	5,068.11	38	
Ilion	2	11,631.11	2,400.00	1,764.48	700.00	72.93	.....	4,937.41	6,693.70	42	
Irvington	2	16,366.85	2,500.00	1,900.00	550.00	50.32	.....	5,000.32	11,366.53	31	
Islip	3	3,573.05	1,600.00	.....	255.00	14.80	.....	1,869.80	1,703.75	52	
Ithaca	2	29,381.66	2,900.00	4,818.00	1,884.03	231.10	9,716.84	19,549.97	9,831.69	50	
Jamaica	2	12,941.37	2,300.00	1,800.00	800.00	49.94	2,338.13	7,288.07	5,653.30	56	
Jamestown	1	41,292.10	3,000.00	6,100.00	1,600.00	344.45	10,590.59	21,635.04	19,657.06	52	
Johnstown	2	14,074.66	2,400.00	1,900.00	729.80	52.48	4,380.06	9,462.36	4,612.30	67	
Jordan	3	2,489.36	1,200.00	.....	168.00	4.80	.....	1,372.80	1,116.56	55	
Keeseville	3	3,982.18	1,500.00	187.50	254.00	4.16	.....	1,945.66	2,036.52	49	
Kingston	2	32,372.26	2,800.00	5,400.00	1,694.34	344.18	9,902.12	20,140.64	12,231.62	62	
Lancaster	3	3,774.07	1,400.00	.....	248.14	8.08	.....	1,656.22	2,117.85	44	
Larchmont	3	2,189.34	1,050.00	.....	150.00	24.00	.....	1,224.00	965.34	56	Presidential, Oct. 1, 1896.
Lawrence Station	3	952.93	500.00	.....	.....	7.36	.....	507.36	445.57	53	Presidential, Jan. 1, 1897.
Leroy	2	12,887.94	2,400.00	1,688.96	800.00	12.14	.....	4,901.09	7,986.85	38	
Lestershire	3	670.10	275.00	.....	35.50	.80	.....	311.30	358.80	46	Presidential, Apr. 1, 1897.
Liberty	3	6,231.62	1,700.00	40.00	225.50	31.52	.....	1,997.02	4,234.60	32	
Lima	3	2,213.28	1,100.00	.....	122.69	3.04	.....	1,225.73	987.55	55	
Little Falls	2	17,679.02	2,500.00	2,300.00	850.00	120.23	4,198.71	9,968.94	7,710.08	56	
Little Valley	3	2,302.27	1,100.00	30.00	160.45	5.28	.....	1,295.73	1,006.54	56	
Livonia Station	3	2,213.95	1,100.00	150.00	146.00	2.32	.....	1,398.32	815.63	63	
Lockport	2	26,412.27	2,700.00	3,853.85	1,159.60	181.69	8,160.32	16,055.46	10,356.81	61	
Long Island City	2	34,040.95	2,900.00	5,052.44	800.00	261.40	16,959.07	25,972.91	8,068.04	76	
Lowville	3	5,620.65	1,800.00	450.00	350.00	13.12	.....	2,622.12	3,007.53	47	
Lyons	2	9,243.17	2,300.00	1,600.00	575.00	23.89	.....	4,498.89	4,744.28	49	
McGrawville	3	1,079.91	275.00	.....	14.90	.48	.....	290.38	789.53	27	Do.
Malone	2	14,331.73	2,100.00	1,400.00	841.00	18.88	.....	4,359.88	9,971.85	30	
Mamaroneck	2	7,904.65	2,100.00	874.72	350.67	33.94	.....	3,359.33	4,545.32	42	
Manlius	3	3,395.30	1,200.00	.....	105.00	8.16	.....	1,313.16	2,082.14	39	
Marathon	3	2,521.98	1,082.14	166.48	143.21	3.04	.....	1,399.87	1,122.11	56	Delinquent from Apr. 1 to May 31, 1897.
Marlboro	3	2,068.62	1,000.00	.....	173.00	4.80	.....	1,177.80	890.82	57	
Matteawan	3	4,770.48	1,600.00	200.00	320.00	28.76	.....	2,143.76	2,626.72	45	
Mayville	3	3,019.56	1,400.00	80.00	202.00	6.88	.....	1,688.88	1,330.68	56	
Mechanicsville	3	6,118.99	1,700.00	250.00	202.50	22.56	.....	2,275.15	3,843.84	37	

Medina	2	9,306.06	2,100.00	1,100.00	600.00	20.72	....	3,820.72	5,485.34	41	
Mexico	3	3,110.91	1,400.00	200.00	252.00	8.64	....	1,860.64	1,250.27	60	
Middleburg	3	2,690.31	1,200.00	300.00	244.50	4.48	....	1,748.98	941.33	65	
Middleport	3	3,285.32	1,300.00	....	168.00	6.00	....	1,474.00	1,811.32	45	
Middletown	2	22,936.50	2,600.00	3,400.00	1,400.00	136.67	5,361.55	12,898.22	10,038.28	56	
Millbrook	3	2,608.20	1,200.00	....	100.00	6.48	....	1,306.48	1,301.72	50	
Millerton	3	3,746.60	1,500.00	250.00	160.00	5.60	....	1,915.60	1,831.00	51	
Mohawk	3	2,886.02	1,300.00	89.95	250.00	10.56	....	1,650.51	1,235.51	57	
Montgomery	3	1,980.94	1,000.00	....	110.00	4.48	....	1,114.48	866.46	56	
Monticello	3	4,589.95	1,600.00	250.00	234.50	16.08	....	2,100.58	2,489.37	46	
Montour Falls	3	2,700.58	1,300.00	60.00	193.05	7.68	....	1,560.73	1,139.85	58	
Moravia	3	3,876.12	1,500.00	30.00	153.87	5.36	....	1,689.23	2,186.89	44	
Morristown	2	9,367.41	2,100.00	1,400.00	255.96	5.99	....	3,761.95	5,605.46	40	
Morrisville	3	2,245.68	1,100.00	....	186.00	3.04	....	1,289.04	956.64	57	
Mount Kisco	3	3,506.91	1,400.00	....	196.59	15.84	....	1,612.43	1,894.48	46	
Mount Morris	3	4,376.14	1,600.00	300.00	332.00	8.32	....	2,240.32	2,135.82	51	
Mount Vernon	2	35,171.93	2,900.00	4,398.73	1,000.00	285.01	9,270.25	17,853.99	17,317.94	51	
Naples	3	2,500.62	1,300.00	300.00	193.32	2.32	....	1,795.64	704.98	72	
Newark	2	13,387.74	2,400.00	2,200.00	500.00	27.38	1,776.95	6,904.33	6,483.41	52	
New Berlin	3	2,853.88	1,200.00	80.00	168.00	3.60	....	1,451.60	1,402.28	51	
New Brighton	2	25,274.99	2,900.00	2,091.76	850.00	170.72	4,383.10	10,395.58	14,879.41	41	
Newburgh	1	47,543.76	3,100.00	7,100.00	1,600.00	247.38	11,728.64	23,776.02	23,767.74	50	
Newdorp	3	672.12	250.00	....	32.49	3.52	....	286.01	386.11	43	Presidential, Apr. 1, 1897.
New Paltz	3	3,739.12	1,400.00	50.00	223.25	5.44	....	1,678.69	2,060.43	45	
New Rochelle	2	19,867.80	2,600.00	2,900.00	650.00	213.86	5,084.08	11,447.94	8,419.86	58	
New York	1	7,837,707.66	8,000.00	1,600,235.84	135,252.97	84,459.23	1,406,033.06	3,233,981.10	4,603,726.56	41	In Government building.
Niagara Falls	2	29,515.18	2,700.00	5,615.93	923.60	137.93	7,029.39	16,406.85	13,108.33	56	
Northport	2	13,578.10	2,300.00	1,274.78	250.00	16.02	....	3,840.75	9,737.35	28	
North Tarrytown	3	2,257.32	1,200.00	....	166.00	20.80	....	1,386.80	870.52	61	
North Tonawanda	2	8,987.15	2,000.00	1,000.00	400.00	38.24	....	3,438.24	5,548.91	38	
Northville	3	2,202.66	1,100.00	150.00	160.00	4.80	....	1,414.80	787.86	64	
Norwich	2	11,918.13	2,300.00	1,800.00	675.00	67.09	3,503.18	8,345.27	3,572.86	70	
Norwood	3	2,877.43	1,300.00	350.00	158.97	3.76	....	1,812.73	1,064.70	63	
Nunda	3	3,200.03	1,400.00	200.00	202.00	3.60	....	1,805.60	1,394.43	56	
Nyack	2	11,398.39	2,300.00	1,500.00	500.00	78.30	....	4,378.30	7,020.09	38	
Oceanus	3	2,754.34	1,300.00	150.00	225.00	36.56	....	1,711.56	1,042.78	62	
Ogdensburg	2	19,345.72	2,500.00	2,700.00	....	55.62	6,671.26	11,926.88	7,418.84	62	Do.
Olean	2	19,623.75	2,500.00	2,718.21	1,000.00	94.90	5,256.40	11,569.51	8,054.24	59	
Oneida	2	13,320.23	2,400.00	2,000.00	775.00	31.65	3,501.29	8,707.94	4,612.29	65	
Oneonta	2	16,560.71	2,500.00	2,500.00	750.00	55.67	4,381.29	10,186.96	6,373.75	62	
Oswego	2	26,582.58	2,700.00	4,300.00	....	159.97	9,821.14	16,981.11	9,601.47	64	Do.
Ovid	3	2,166.20	1,100.00	....	144.00	2.96	....	1,246.96	919.24	58	
Owego	2	11,404.11	2,300.00	1,700.00	785.00	72.36	3,499.34	8,356.70	3,047.41	73	
Oxford	3	5,154.86	1,600.00	200.00	206.00	5.04	....	2,011.04	3,143.82	39	
Oyster Bay	3	3,723.28	1,400.00	....	172.00	18.48	....	1,590.48	2,132.80	43	
Palmyra	2	8,787.87	2,100.00	1,300.00	500.00	27.61	....	3,927.61	4,860.26	45	
Patchogue	3	8,940.68	1,900.00	....	300.00	52.08	....	2,252.08	6,688.60	25	
Pawling	3	2,601.24	1,300.00	20.00	160.00	5.68	....	1,485.68	1,115.56	57	
Peekskill	2	15,036.79	2,400.00	2,200.00	616.67	99.84	4,384.54	9,701.05	5,335.74	65	
Pelhamville	3	2,195.79	1,100.00	....	111.72	9.20	....	1,220.92	974.87	56	
Penn Yan	2	15,212.51	2,400.00	2,000.00	850.00	37.97	....	4,787.97	10,424.54	31	
Perry	3	4,176.72	1,500.00	30.00	248.00	4.88	....	1,782.88	2,393.84	42	

No. 10.—*Gross receipts, expenses, and net revenues of Presidential post-offices for the fiscal year ended June 30, 1897*—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
NEW YORK—cont'd.											
Phelps	3	$3,102.31	$1,500.00	$200.00	$204.00	$6.00	.....	$1,910.00	$1,192.31	62	
Philmont	3	2,948.97	1,400.00	20.00	150.91	5.36	.....	1,576.27	1,372.70	53	
Phœnix	3	2,507.60	1,200.00	.....	208.50	4.32	.....	1,412.82	1,094.78	56	
Pine Plains	3	2,531.77	1,200.00	.....	168.67	2.48	.....	1,371.15	1,160.62	54	
Plattsburg	2	16,003.47	2,400.00	2,214.00	.....	60.55	$3,326.42	8,000.97	8,002.50	50	In Government building.
Port Byron	2	4,328.34	2,100.00	1,000.00	300.00	12.00	.....	3,412.00	916.34	79	
Port Chester	2	20,421.02	2,500.00	2,466.57	700.00	67.33	3,503.71	9,237.61	11,183.41	45	
Port Henry	3	4,163.89	1,600.00	200.00	255.36	12.16	.....	2,067.52	2,096.37	50	
Port Jefferson	3	3,332.04	1,400.00	.....	250.00	10.16	.....	1,660.16	1,671.88	50	
Port Jervis	2	13,408.97	2,300.00	1,800.00	400.00	25.36	4,384.18	8,909.54	4,499.43	66	
Portland	3	1,303.71	1,100.00	.....	95.00	1.76	.....	1,196.76	106.95	92	
Port Richmond	2	11,504.55	2,400.00	1,700.00	350.00	.77	.....	4,450.77	7,053.78	39	
Portville	3	2,292.84	1,300.00	.....	104.00	2.64	.....	1,406.64	886.20	61	
Potsdam	2	10,929.86	2,200.00	1,300.00	450.00	20.08	.....	3,970.08	6,959.78	36	
Poughkeepsie	1	55,574.20	3,100.00	8,400.00	.....	505.17	10,130.62	22,135.79	33,438.41	40	Do.
Pulaski	3	3,580.14	1,500.00	100.00	254.00	9.76	.....	1,863.76	1,716.38	52	
Randolph	3	3,711.84	1,500.00	200.00	229.58	8.48	.....	1,938.06	1,773.78	52	
Rhinebeck	3	4,037.80	1,500.00	150.00	225.00	10.80	.....	1,885.80	2,152.00	47	
Richfield Springs	3	5,554.74	1,700.00	300.00	283.00	25.28	.....	2,308.28	3,246.46	42	
Richmond Hill	3	2,531.47	750.00	.....	123.75	17.84	.....	891.59	1,639.88	35	Presidential, Oct. 1, 1896.
Riverhead	3	7,551.23	1,900.00	.....	384.00	22.24	.....	2,306.24	5,244.99	31	
Rochester	1	375,289.10	3,800.00	52,430.11	800.00	3,342.16	84,047.59	144,419.86	230,869.24	38	In Government building.
Rockville Center	3	3,581.43	1,400.00	.....	205.42	16.32	.....	1,621.74	1,959.69	45	
Rome	2	22,607.41	2,600.00	3,381.52	950.00	7.63	7,882.94	14,822.09	7,785.32	66	
Rosebank	3	2,834.14	1,500.00	.....	220.00	43.12	.....	1,763.12	1,071.02	62	
Rosehill	3	3,383.65	1,900.00	300.00	241.25	.88	.....	2,442.13	5,941.52	29	
Rouse Point	3	3,099.58	1,300.00	200.00	175.00	4.00	.....	1,679.00	1,420.58	54	
Rye	3	5,387.09	1,700.00	.....	296.78	28.32	.....	2,025.10	3,361.99	38	
Sacket Harbor	3	2,867.70	1,300.00	40.00	195.00	6.80	.....	1,541.80	1,325.90	54	
Sag Harbor	3	6,261.29	1,900.00	200.00	375.00	18.80	.....	2,493.80	3,767.49	40	
St. Johnsville	3	3,107.87	1,400.00	.....	178.00	8.16	.....	1,586.16	1,521.71	51	
Salamanca	3	6,734.25	1,800.00	400.00	353.96	20.96	.....	2,574.92	4,159.33	38	
Salem	3	3,353.87	1,500.00	200.00	198.00	6.32	.....	1,904.32	1,449.05	57	
Sandyhill	3	6,571.20	1,700.00	.....	358.00	17.68	.....	2,075.68	4,495.52	32	
Saranac Lake	3	7,166.17	1,800.00	100.00	400.00	23.44	.....	2,323.44	4,842.73	32	
Saratoga Springs	2	38,400.58	2,900.00	4,761.54	1,500.00	366.57	7,297.38	16,825.49	19,575.09	46	
Saugerties	3	7,036.09	2,000.00	900.00	460.00	36.32	.....	3,396.32	3,639.77	48	
Sayville	3	3,662.35	1,400.00	.....	212.00	30.48	.....	1,642.48	2,019.87	45	
Schenectady	1	62,531.80	3,100.00	7,000.00	1,381.94	329.06	7,526.34	19,337.34	43,194.46	31	
Schenevus	3	2,334.79	1,100.00	150.00	120.47	2.08	.....	1,372.55	962.24	59	
Schoharie	3	2,415.86	1,200.00	.....	184.80	3.20	.....	1,388.00	1,027.86	57	

Schuylerville	3	2,897.12	1,400.00		152.00	4.72		1,556.72	1,340.40	54		
Seacliff	3	4,773.21	1,500.00		254.00	24.88		1,778.88	2,994.33	27		
Seneca Falls	2	14,027.86	2,400.00	1,800.00	700.00	2.00	3,438.88	8,340.83	6,287.03	57		
Shamrock	3	3,146.17	1,100.00		107.00			1,207.00	1,939.17	38		
Sherburne	3	3,045.72	1,400.00	22.50	139.80	1.84		1,564.14	1,481.58	51		
Sherman	3	2,656.19	1,200.00		205.00	1.68		1,406.68	1,249.51	53		
Shortsville	3	2,430.90	1,100.00		138.75	2.64		1,241.39	1,189.51	51		
Sidney	3	5,111.41	1,600.00	300.00	300.00	11.60		2,211.60	2,899.81	43		
Silvercreek	3	7,780.59	1,900.00		252.50	8.00		2,160.50	5,620.09	28		
Sing Sing	2	13,660.87	2,200.00	1,800.00	750.00	82.24	4,396.92	9,329.16	4,331.71	68		
Skaneateles	3	4,487.16	1,600.00	150.00	253.87	7.68		2,011.55	2,475.61	45		
Smithville	3	2,000.27	1,000.00		97.00	.32		1,097.32	902.95	55		
Sodus	3	2,436.72	1,100.00		190.00	3.92		1,293.92	1,142.80	53		
Southampton	3	6,642.18	1,800.00		242.50	46.24		2,088.74	4,553.44	31		
Spencer	3	1,600.02	750.00		52.50	1.76		804.26	801.76	50	Presidential, Oct. 1, 1896.	
Spring Valley	3	2,667.40	1,200.00		223.00	12.08		1,435.08	1,232.32	54		
Springville	3	4,102.83	1,700.00	200.00	240.75	6.88		2,147.63	1,955.20	52		
Stamford	3	3,894.08	1,500.00	150.00	272.25	10.72		1,932.97	1,961.11	50		
Stapleton	2	11,520.14	2,300.00	1,500.00	600.00	132.90		4,532.90	6,987.24	39		
Syracuse	1	240,392.76	3,600.00	37,151.00		2,214.06	55,193.09	98,158.15	142,234.61	41	In Government building.	
Tarrytown	2	13,938.40	2,400.00	1,500.00	700.00	82.96		4,682.96	9,255.44	34		
Theresa	3	2,224.95	1,100.00		174.00	1.68		1,275.68	949.27	57		
Ticonderoga	3	6,145.28	1,700.00	200.00	358.00	12.72		2,270.72	3,874.56	37		
Tompkinsville	2	14,203.99	2,400.00	1,500.00	437.48	56.08		4,393.56	9,810.43	31		
Tonawanda	2	8,198.66	2,000.00	900.00	460.00	30.56		3,390.56	4,808.10	41		
Tottenville	3	2,737.35	1,200.00		184.00	15.92		1,399.92	1,337.43	51		
Troy	1	123,267.40	3,400.00	21,348.78	240.00	1,758.08	34,503.13	61,249.99	62,017.41	50	Do.	
Trumansburg	3	3,260.10	1,400.00		165.30	5.28		1,570.58	1,689.52	48		
Tupper Lake	3	2,146.33	1,200.00	150.00	197.00	1.36		1,548.36	597.97	72		
Tuxedo Park	3	3,546.46	1,300.00		138.93	11.04		1,449.97	2,096.49	41		
Unadilla	3	3,896.66	1,400.00		248.00	5.20		1,653.20	2,243.46	42		
Union Springs	3	2,144.94	1,000.00		174.00	3.36		1,177.36	967.58	55		
Utica	1	113,301.78	3,460.00	16,933.38		659.74	26,006.30	46,999.42	66,302.36	41	Do.	
Victor	3	2,479.38	1,200.00		225.00	3.92		1,428.92	1,050.46	58		
Walden	3	3,923.54	1,500.00		245.00	7.01		1,752.04	2,171.50	45		
Walton	3	6,611.32	1,800.00	200.00	350.00	15.68		2,365.68	4,245.64	36		
Wappingers Falls	3	4,294.96	1,600.00	100.00	296.00	13.44		2,009.44	2,285.52	47		
Warrensburg	3	2,715.74	1,300.00		84.00	3.60		1,387.60	1,328.14	51		
Warsaw	3	8,499.62	1,800.00	300.00	361.37	14.24		2,475.61	6,024.01	29		
Warwick	3	4,656.13	1,700.00	100.00	273.35	8.48		2,081.83	2,574.30	45		
Washingtonville	3	2,070.05	1,100.00		133.50	3.04		1,236.54	833.51	60		
Waterford	3	5,077.35	1,700.00	150.00	283.00	21.84		2,154.84	2,922.51	42		
Waterloo	2	9,329.75	2,000.00	1,000.00	500.00	22.00		3,522.00	5,807.75	38		
Watertown	2	37,962.91	2,900.00	5,000.00		189.78	9,912.56	18,002.34	19,960.57	47	Do.	
Waterville	3	4,536.10	1,600.00		314.31	5.92		1,920.23	2,615.87	42		
Watkins	3	6,362.66	1,800.00	250.00	335.00	30.96		2,415.96	3,946.70	38		
Waverly	2	9,595.24	2,200.00	1,400.00	600.00	25.67	2,632.60	6,858.27	2,736.97	71		
Wayland	3	2,041.94	1,000.00		169.00	3.60		1,172.60	869.34	57		
Weedsport	3	4,975.65	1,700.00	300.00	308.00	11.68		2,319.68	2,655.97	47		
Wellsville	2	8,678.82	2,000.00	1,000.00	522.00	32.17		3,554.17	5,124.65	41		
Westfield	3	6,149.21	1,800.00	200.00	360.00	30.08		2,390.08	3,759.13	39		
West New Brighton	2	25,301.31	2,700.00	2,200.00	840.00	72.48	4,389.04	10,201.52	15,099.79	40		

No. 10.—*Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1897*—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
NEBRASKA—continued.											
Grand Island	2	$13,515.30	$2,300.00	$2,000.00	$600.00	$38.08	$3,505.72	$8,443.80	$5,071.50	62	
Hartington	3	2,464.30	1,200.00	150.00	223.00	2.01	.....	1,575.01	889.29	64	Mail bags 25 cents.
Harvard	3	2,110.23	1,200.00	.....	223.00	1.04	.....	1,424.04	686.19	67	
Hastings	2	14,595.90	2,400.00	2,700.00	824.86	.57	4,942.47	10,867.90	3,728.00	74	
Hebron	3	3,643.37	1,500.00	200.00	290.00	3.44	.....	1,993.44	1,649.93	55	
Holdrege	3	5,057.98	1,700.00	300.00	358.00	2.80	.....	2,360.80	2,697.18	47	
Hooper	3	1,689.85	1,000.00	.....	140.00	1.40	.....	1,141.40	548.45	68	
Humboldt	3	2,758.57	1,300.00	.....	202.25	1.92	.....	1,504.17	1,254.40	55	
Humphrey	3	391.93	250.00	.....	41.50	.24	.....	291.74	100.19	75	Presidential, Apr. 1, 1897.
Indianola	3	1,879.54	1,000.00	.....	174.00	.....	.....	1,174.00	705.54	62	
Kearney	2	10,089.36	2,100.00	1,900.00	650.00	2.75	2,637.03	7,289.78	2,799.58	72	
Lexington	3	3,483.47	1,400.00	300.00	277.00	1.76	.....	1,978.76	1,504.71	57	
Lincoln	1	79,172.26	3,300.00	14,700.00	.....	558.90	21,488.57	40,047.47	39,124.79	51	In Government building.
Lyons	3	2,058.27	1,000.00	.....	163.65	.58	.....	1,164.23	894.04	57	Mail bags 10 cents.
McCook	3	4,941.50	1,500.00	300.00	245.50	4.00	.....	2,049.50	2,892.00	41	
Madison	3	2,788.64	1,400.00	100.00	251.98	2.56	.....	1,754.54	1,034.10	63	
Minden	3	3,394.81	1,400.00	200.00	277.00	2.32	.....	1,879.32	1,515.49	55	
Nebraska City	2	9,462.81	2,100.00	1,800.00	.....	25.14	4,390.67	8,315.81	1,147.00	88	In Government building.
Neligh	3	3,106.73	1,300.00	100.00	250.00	2.96	.....	1,652.96	1,453.77	53	
Nelson	3	2,175.85	1,000.00	.....	171.50	.96	.....	1,172.46	1,003.39	54	
Norfolk	2	8,755.81	2,000.00	1,100.00	460.00	18.57	.....	3,578.57	5,177.24	41	
Northbend	3	2,101.07	1,100.00	.....	196.00	1.52	.....	1,297.52	803.55	62	
North Platte	3	5,313.14	1,700.00	300.00	358.00	4.16	.....	2,362.16	2,950.98	44	
Oakland	3	2,250.44	1,100.00	.....	196.00	1.68	.....	1,297.68	952.76	58	
Omaha	1	270,034.60	3,700.00	44,905.78	950.00	1,132.91	69,915.54	120,604.23	149,430.37	45	Do.
O'Neill	3	3,004.95	1,300.00	300.00	250.00	3.60	.....	1,853.60	1,151.35	62	
Ord	3	2,838.41	1,300.00	150.00	244.24	2.80	.....	1,697.04	1,141.37	60	
Orleans	3	2,129.71	1,100.00	150.00	196.00	.64	.....	1,446.64	683.07	68	
Osceola	3	1,940.79	1,100.00	.....	165.52	1.28	.....	1,266.80	673.99	65	
Pawnee City	3	4,213.85	1,600.00	100.00	236.00	2.64	.....	1,938.64	2,275.21	46	
Pender	3	1,910.55	1,100.00	20.00	184.25	1.60	.....	1,305.85	604.70	68	
Pierce	3	2,028.65	1,000.00	.....	164.00	1.52	.....	1,165.52	863.13	57	
Plattsmouth	3	8,614.92	1,900.00	100.00	420.00	11.76	.....	2,431.76	6,183.16	28	
Ponca	3	2,081.01	1,100.00	250.00	196.00	3.84	.....	1,549.84	531.17	74	
Randolph	3	2,161.37	1,100.00	.....	166.00	.40	.....	1,266.40	894.97	59	
Redcloud	3	3,668.90	1,400.00	225.00	277.00	3.20	.....	1,905.20	1,763.70	52	
Rushville	3	1,726.92	1,000.00	50.00	174.00	.96	.....	1,224.96	501.96	71	
St. Paul	3	3,348.98	1,500.00	200.00	254.00	11.28	.....	1,965.28	1,383.70	59	
Schuyler	3	4,331.39	1,500.00	250.00	294.00	3.92	.....	2,047.92	2,283.47	47	
Seward	3	3,880.88	1,500.00	300.00	270.00	3.68	.....	2,073.68	1,807.20	53	
Sidney	3	1,957.65	1,000.00	150.00	174.00	1.68	.....	1,325.68	631.97	68	

South Omaha	2	33,761.91	2,800.00	4,300.00	917.77	90.08	4,378.76	12,486.61	21,275.30	37	
Stanton	3	2,130.86	1,100.00	100.00	193.49	2.08	.....	1,895.57	735.29	66	
Stromsburg	3	2,476.18	1,400.00	20.00	220.00	.....	.....	1,640.00	836.18	66	
Superior	3	3,544.84	1,500.00	300.00	274.00	3.20	.....	2,077.20	1,467.64	59	
Sutton	3	2,396.52	1,100.00	.....	187.45	1.68	.....	1,289.13	1,107.39	54	
Syracuse	3	2,374.39	1,200.00	.....	122.25	2.08	.....	1,324.33	1,050.06	56	
Tecumseh	3	3,819.20	1,500.00	.....	264.00	4.56	.....	1,768.56	2,050.64	46	
Tekamah	3	3,126.94	1,400.00	100.00	230.00	2.08	.....	1,732.08	1,394.86	55	
Wahoo	3	3,970.37	1,500.00	300.00	304.00	4.72	.....	2,108.72	1,861.65	53	
Wakefield	3	2,018.15	1,100.00	.....	180.00	1.60	.....	1,281.60	736.55	64	
Wayne	3	4,256.26	1,500.00	25.00	234.00	3.92	.....	1,762.92	2,493.34	41	
Weeping Water	3	2,363.55	1,200.00	.....	213.96	.80	.....	1,414.76	948.79	60	
Westpoint	3	3,691.36	1,500.00	300.00	304.00	3.92	.....	2,107.92	1,583.44	57	
Wilber	3	4,652.83	1,600.00	.....	316.00	2.64	.....	1,918.64	2,734.19	41	
Wisner	3	1,919.74	1,000.00	.....	126.00	.80	.....	1,126.80	792.94	59	
Wymore	3	3,380.55	1,400.00	40.00	272.00	6.40	.....	1,718.40	1,671.15	51	
York	2	9,268.49	2,000.00	1,300.00	1.00	10.08	.....	3,311.08	5,957.41	36	
Total	.....	726,382.28	131,050.00	89,215.78	22,775.26	2,161.63	121,092.02	366,294.69	360,087.59	50	
NEVADA.											
Austin	3	1,455.91	750.00	187.50	90.00	.48	.....	1,027.98	427.93	71	Presidential, Oct. 1, 1896.
Carson City	3	7,978.33	1,900.00	699.99	.....	24.64	.....	2,624.63	5,353.70	33	In Government building.
Delamar	3	639.19	275.00	5.00	55.75	.40	.....	336.15	303.04	53	Presidential, Apr. 1, 1897
Elko	3	3,322.60	1,200.00	243.00	194.00	1.20	.....	1,638.20	1,684.40	49	
Eureka	3	2,158.98	1,100.00	1,000.00	156.00	2.96	.....	2,258.96	.....	105	Deficit, $99.98.
Reno	2	9,716.74	2,100.00	1,400.00	305.00	17.04	.....	3,822.04	5,894.70	39	
Virginia City	3	6,062.45	1,700.00	.....	390.00	6.32	.....	2,096.32	3,966.13	35	
Winnemucca	3	2,606.60	1,200.00	200.00	196.00	1.92	.....	1,507.92	1,098.68	61	
Total	.....	33,940.80	10,225.00	3,735.49	138 6.75	54.96	.....	15,402.20	18,538.60	45	
NEW HAMPSHIRE.											
Antrim	3	2,610.83	1,200.00	.....	199.00	4.88	.....	1,403.88	1,206.95	54	
Ashland	3	2,845.85	1,300.00	50.00	125.00	4.96	.....	1,479.96	1,365.89	52	
Berlin	3	7,248.10	1,700.00	100.00	325.00	23.04	.....	2,148.04	5,100.06	30	
Bristol	3	2,929.04	1,300.00	350.00	142.05	4.32	.....	1,796.37	1,132.67	61	
Claremont	3	9,733.37	2,100.00	1,200.00	600.00	30.77	.....	3,930.77	5,802.60	40	
Colebrook	3	2,310.00	1,100.00	.....	196.00	8.08	.....	1,304.08	1,005.92	56	
Concord	1	44,324.19	3,100.00	6,794.39	.....	506.06	10,654.53	21,054.98	23,269.21	48	In Government building.
Derry Depot	3	3,211.05	1,100.00	130.00	196.00	11.04	.....	1,437.04	1,774.01	45	
Dover	2	16,672.99	2,500.00	2,306.00	995.95	200.38	5,280.11	11,282.44	5,390.55	68	
Epping	3	1,945.72	1,100.00	.....	146.00	3.60	.....	1,249.60	696.12	64	
Exeter	2	10,209.34	2,200.00	1,100.00	400.00	59.49	.....	3,759.49	6,449.85	37	
Farmington	3	3,501.39	1,500.00	.....	254.00	18.88	.....	1,772.88	1,728.51	51	
Franklin	3	2,167.60	1,200.00	.....	168.00	9.36	.....	1,377.36	790.24	64	
Franklin Falls	3	5,812.29	1,700.00	300.00	300.00	23.12	.....	2,323.12	3,489.17	40	
Gorham	3	2,460.29	1,100.00	100.00	196.00	7.52	.....	1,403.52	1,056.77	57	
Hanover	3	6,298.48	1,800.00	.....	299.09	17.60	.....	2,116.69	4,181.79	34	
Hillsboro Bridge	3	3,344.85	1,500.00	150.00	249.91	10.32	.....	1,910.23	1,434.62	57	
Hinsdale	3	2,925.23	1,400.00	.....	136.00	7.84	.....	1,543.84	1,381.39	53	

No. 10.—*Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1897*—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
NEW HAMPSHIRE—con'd.											
Keene	2	$18,994.10	$2,500.00	$2,632.15	$1,100.00	$104.72	$3,503.82	$9,840.69	$9,153.41	52	
Laconia	2	10,027.62	2,300.00	1,600.00	698.00	46.56	2,694.59	7,339.15	2,688.47	72	
Lakeport	3	3,691.41	1,500.00	150.00	301.75	16.72	.....	1,968.47	1,722.94	53	
Lancaster	3	6,291.30	1,800.00	200.00	360.00	15.12	.....	2,375.12	3,916.18	38	
Lebanon	3	6,723.16	1,900.00	60.00	164.00	19.68	.....	2,143.68	4,579.48	32	
Lisbon	3	3,058.86	1,400.00	150.00	188.00	7.20	.....	1,745.20	1,313.66	57	
Littleton	3	6,331.43	1,800.00	250.00	310.00	14.56	.....	2,374.56	3,956.87	38	
Manchester	1	63,099.69	3,200.00	11,348.00	.....	770.92	19,908.76	35,227.68	27,872.01	56	In Government building.
Meredith	3	2,311.09	1,100.00	.....	95.35	6.88	.....	1,202.23	1,108.86	52	
Milford	3	6,267.66	1,700.00	5.00	150.00	20.88	.....	1,875.88	4,391.78	30	
Nashua	2	30,342.00	2,800.00	3,848.00	1,500.00	224.74	8,622.63	10,995.37	13,346.63	56	
Newmarket	3	2,761.69	1,300.00	.....	250.00	7.60	.....	1,557.60	1,204.09	56	
Newport	3	4,345.51	1,600.00	400.00	306.00	10.64	.....	2,316.64	2,028.87	53	
Penacook	3	3,648.18	1,500.00	.....	204.00	12.56	.....	1,716.56	1,931.62	47	
Peterboro	3	4,194.05	1,600.00	.....	231.00	8.88	.....	1,839.88	2,354.17	44	
Pittsfield	3	2,889.26	1,300.00	200.00	150.00	9.92	.....	1,659.92	1,229.34	57	
Plymouth	3	4,681.72	1,600.00	22.50	355.00	14.96	.....	1,992.46	2,689.26	43	
Portsmouth	2	25,756.90	2,600.00	3,424.00	.....	200.85	6,027.85	12,252.70	13,504.20	48	Do.
Rochester	2	11,008.91	2,200.00	1,300.00	250.00	54.30	.....	3,804.30	7,204.61	35	
Somersworth	3	6,127.41	1,700.00	200.00	358.00	29.60	.....	2,287.60	3,839.81	37	
Suncook	3	2,530.20	1,200.00	.....	223.00	9.60	.....	1,432.60	1,097.60	57	
Tilton	3	5,010.67	1,700.00	150.00	258.00	14.16	.....	2,122.16	2,888.51	42	
West Lebanon	3	3,097.49	1,400.00	.....	133.00	2.72	.....	1,535.72	1,561.77	50	
Whitefield	3	3,376.11	1,300.00	.....	236.00	7.20	.....	1,543.20	1,832.91	46	
Wilton	3	2,601.63	1,300.00	150.00	200.00	7.93	.....	1,657.93	943.70	64	Mail bags, 25 cents.
Winchester	3	2,353.71	1,100.00	.....	126.53	7.52	.....	1,234.05	1,119.66	53	
Wolfboro	3	4,679.09	1,500.00	200.00	215.00	13.44	.....	1,928.44	2,750.65	41	
Woodsville	3	2,753.06	1,200.00	.....	174.00	9.60	.....	1,383.60	1,369.46	50	
Total	.....	379,504.52	77,000.00	38,870.04	13,464.63	2,620.72	56,692.29	188,647.68	190,856.84	49	
NEW JERSEY.											
Arlington	2	15,334.86	2,400.00	900.00	310.00	41.20	.....	3,651.20	11,683.66	24	
Asbury Park	2	28,874.60	2,700.00	5,393.48	1,400.00	307.41	5,909.34	15,710.23	13,164.37	54	
Atlantic City	1	49,463.55	3,100.00	6,933.42	2,000.00	1,805.37	10,461.57	23,800.36	25,663.19	48	
Atlantic Highlands	3	3,678.40	1,600.00	50.00	304.00	32.56	.....	1,986.56	1,691.84	54	
Bayonne	2	19,555.94	2,500.00	2,114.31	459.49	159.79	9,670.56	14,910.15	4,645.79	76	
Belleville	3	2,980.42	1,400.00	.....	143.19	20.00	.....	1,563.19	1,417.23	52	
Belvidere	3	3,452.29	1,600.00	40.00	252.28	13.84	.....	1,906.12	1,546.17	55	
Beverly	3	4,521.08	1,600.00	.....	132.00	14.48	.....	1,746.48	2,774.60	39	

Bloomfield	2	18,292.11	2,600.00	1,924.00	507.20	68.65	4,381.35	9,481.20	8,810.91	52	
Boonton	3	5,015.26	1,700.00	.....	308.00	26.88	.....	2,034.88	2,980.38	41	
Bordentown	3	5,403.39	1,700.00	400.00	208.00	32.32	.....	2,340.32	3,063.07	43	
Boundbrook	3	4,874.40	1,600.00	.....	249.41	22.56	.....	1,871.97	3,002.43	38	
Bridgeton	2	16,450.68	2,400.00	2,199.99	600.00	64.65	5,317.33	10,581.97	5,868.71	64	
Burlington	2	10,778.24	2,300.00	1,600.00	600.00	57.50	2,050.98	6,608.48	4,169.76	61	
Caldwell	3	2,135.19	1,000.00	.....	102.30	11.12	.....	1,113.42	1,021.77	52	
Camden	1	60,948.31	3,200.00	11,160.00	1,471.20	881.04	27,328.47	43,990.71	16,957.60	72	
Cape May	3	7,651.21	1,900.00	350.00	310.00	85.20	.....	2,645.20	5,006.01	35	
Clinton	3	2,156.01	1,100.00	.....	165.00	4.48	.....	1,269.48	886.53	59	
Cramer Hill	3	2,156.11	900.00	.....	160.00	12.64	.....	1,072.64	1,083.47	50	Presidential, Oct. 1, 1896.
Cranford	3	13,159.34	1,900.00	.....	302.50	28.32	.....	2,230.82	10,928.52	17	
Deckertown	3	4,066.83	1,600.00	100.00	304.00	6.16	.....	2,010.16	2,056.67	49	
Dover	2	12,512.64	2,100.00	1,200.00	345.00	39.40	.....	3,684.40	8,828.24	29	
East Orange	2	40,140.33	2,900.00	4,196.00	1,016.76	428.00	11,721.25	20,262.01	19,878.32	50	
Elizabeth	1	49,394.93	3,000.00	6,707.06	1,429.35	368.96	17,510.29	29,015.66	20,379.27	59	
Englewood	2	15,177.84	2,400.00	1,606.52	440.00	90.24	2,053.65	6,590.41	8,587.43	43	
Flemington	3	6,541.60	1,800.00	300.00	335.00	14.08	.....	2,449.08	4,092.52	37	
Freehold	2	8,617.17	2,000.00	1,000.00	360.00	49.78	.....	3,409.78	5,207.39	40	
Frenchtown	3	2,216.78	1,100.00	150.00	151.94	4.16	.....	1,406.10	810.68	63	
Glassboro	3	4,057.61	1,500.00	100.00	254.00	9.28	.....	1,863.28	2,194.33	46	
Glenridge	3	3,126.25	1,100.00	.....	.....	30.08	.....	1,130.08	1,996.17	36	
Gloucester City	3	6,720.75	1,700.00	.....	250.00	30.96	.....	1,980.96	4,739.79	29	
Hackensack	2	21,822.29	2,500.00	1,881.85	510.00	85.67	4,193.86	9,171.38	12,650.91	42	
Hackettstown	3	5,387.88	1,700.00	250.00	257.50	17.92	.....	2,225.42	3,162.46	41	
Haddonfield	2	8,947.00	2,100.00	1,000.00	318.00	42.84	.....	3,460.84	5,486.16	39	
Hammonton	3	3,328.46	1,600.00	.....	296.95	12.40	.....	1,909.35	1,419.11	57	
Hightstown	3	4,204.13	1,600.00	.....	294.10	12.08	.....	1,906.18	2,297.95	45	
Hoboken	1	48,244.65	3,100.00	7,913.04	.....	458.27	16,796.61	28,267.92	19,976.73	59	In Government building.
Irvington	3	4,834.93	1,500.00	.....	214.84	16.80	.....	1,731.64	3,103.29	36	
Jersey City	1	218,558.71	3,600.00	33,642.64	.....	1,624.19	95,395.50	134,262.33	84,296.38	61	Do.
Keyport	3	4,482.08	1,600.00	.....	254.00	28.64	.....	1,882.64	2,599.44	42	
Lakewood	2	10,816.71	2,300.00	1,900.00	480.00	121.84	.....	4,801.84	6,014.87	44	
Lambertville	3	6,385.98	1,800.00	200.00	310.00	31.04	.....	2,341.04	4,044.94	37	
Little Silver	3	1,638.12	1,500.00	75.00	125.64	6.40	.....	1,707.04	.....	104	Deficit, $68.92.
Longbranch	2	13,634.49	2,400.00	1,682.00	575.00	134.00	.....	4,791.00	8,843.49	35	
Longbranch City	3	7,209.19	1,800.00	.....	248.16	29.76	.....	2,077.92	5,131.27	29	
Madison	2	11,018.53	2,200.00	1,100.00	369.44	53.57	.....	3,723.01	7,295.52	34	
Manasquan	3	3,364.01	1,300.00	.....	160.56	14.16	.....	1,474.72	1,889.29	44	
Matawan	3	4,772.90	1,600.00	.....	176.91	16.64	.....	1,793.55	2,979.35	38	
Merchantville	2	9,519.65	2,300.00	1,400.00	295.00	27.28	.....	4,022.28	5,497.37	42	
Metuchen	3	4,372.51	1,300.00	.....	194.98	13.76	.....	1,508.74	2,863.77	35	
Millington	3	2,104.38	1,000.00	.....	57.48	3.76	.....	1,061.24	1,043.14	50	
Millville	2	9,352.14	2,100.00	1,200.00	575.00	23.51	4,378.48	8,276.99	1,075.15	89	
Montclair	2	31,926.73	2,800.00	8,313.04	800.00	291.07	6,635.00	13,839.11	18,087.62	43	
Moorestown	3	9,070.66	1,700.00	.....	308.00	24.96	.....	2,032.96	7,037.70	23	
Morristown	2	35,325.79	2,800.00	3,400.00	810.00	226.13	6,017.15	13,253.28	22,072.51	38	
Mount Holly	3	8,243.08	1,900.00	.....	400.00	42.80	.....	2,342.80	5,900.28	28	
Newark	1	341,849.32	3,700.00	51,349.48	862.50	2,737.30	126,735.77	185,385.05	156,464.27	54	In Government building.
New Brunswick	2	34,851.93	2,800.00	4,600.00	900.00	255.58	7,878.17	16,433.75	18,418.18	47	
Newton	2	10,349.93	2,200.00	1,700.00	600.00	32.11	.....	4,532.11	5,817.82	44	
Nutley	3	2,650.84	1,200.00	.....	197.50	24.24	.....	1,421.74	1,229.10	54	

No. 10.—*Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1897*—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
NEW JERSEY—cont'd.											
Ocean City	3	$3,749.10	$1,200.00	$60.00	$185.00	$22.32		$1,467.32	$2,281.78	39	
Ocean Grove	2	11,695.84	2,400.00	2,124.70	600.00	114.60		5,239.30	6,456.54	45	
Orange	2	35,387.68	2,900.00	4,400.00	1,700.00	559.46	$11,121.06	20,680.52	14,707.16	58	
Orange Valley	3	4,940.55	1,600.00		247.13	12.00		1,859.13	3,081.42	38	
Palmyra	3	3,023.93	1,400.00	20.00	195.00	13.12		1,628.12	1,395.81	54	
Passaic	2	30,754.95	2,800.00	3,400.00	900.00	164.38	7,758.57	15,022.95	15,732.00	49	
Paterson	1	69,961.59	3,200.00	10,329.95	1,644.57	583.06	33,577.08	49,334.66	20,626.93	71	
Perth Amboy	2	10,950.05	2,200.00	1,495.87	692.88	59.60	3,505.97	7,954.32	2,995.73	73	
Phillipsburg	2	7,240.27	2,000.00	917.59	245.50	60.00		3,223.09	4,017.18	45	
Plainfield	2	30,266.21	2,800.00	3,448.00	1,510.00	275.06	9,558.70	17,591.76	12,674.45	59	
Princeton	2	15,415.32	2,400.00	1,800.00	700.00	166.93	3,986.80	9,053.73	6,361.59	59	
Rahway	2	13,971.93	2,300.00	1,500.00	399.70	117.22		4,316.92	9,655.01	31	
Raritan	3	2,361.08	1,100.00		196.00	5.60		1,301.60	1,059.48	55	
Redbank	2	12,609.68	2,300.00	1,599.95	494.95	76.24		4,471.14	8,138.54	35	
Ridgewood	3	6,026.71	1,700.00		287.00	26.56		2,013.56	4,013.15	33	
Riverton	3	2,822.93	1,100.00		125.00	18.48		1,243.48	1,579.45	44	
Rockaway	3	2,337.09	1,100.00	150.00	148.55	10.96		1,409.51	927.58	60	
Roselle	3	4,207.24	1,700.00		301.00	22.80		2,023.80	2,183.44	48	
Rutherford	2	10,854.37	2,200.00	1,800.00	600.00	51.03		4,651.03	6,203.34	43	
Salem	3	7,313.36	1,900.00	200.00	400.00	23.12		2,523.12	4,790.24	35	
Shorthills	3	2,593.19	1,400.00		243.72	13.60		1,657.32	935.87	64	
Somerville	2	11,596.62	2,200.00	1,100.00	800.00	56.64		4,156.64	7,439.98	36	
South Amboy	3	3,732.75	1,500.00	50.00	159.23	21.52		1,730.75	2,002.00	46	
South Orange	2	10,938.58	2,000.00	1,000.00	285.45	94.08		3,379.53	7,559.05	31	
South River	3	2,160.90	1,000.00		170.00	7.28		1,177.28	983.62	55	
Summit	2	10,363.67	2,300.00	1,871.11	450.00	108.70		4,729.81	5,633.86	46	
Swedesboro	3	1,458.08	750.00		100.50	3.76		854.26	603.82	59	Presidential, Oct. 1, 1897.
Tenafly	3	3,317.39	1,200.00		118.50	13.12		1,331.62	1,985.77	40	
Toms River	3	3,076.97	1,400.00		120.81	9.04		1,529.85	1,547.12	50	
Trenton	1	97,439.89	3,300.00	14,260.00		1,008.19	27,446.92	46,015.11	51,424.78	47	In Government building.
Vineland	2	11,708.37	2,300.00	1,600.00	500.00	39.24	3,705.56	8,144.80	3,563.57	70	
Washington	2	18,245.42	2,600.00	2,698.10	600.00	105.01	1,387.06	7,390.17	10,855.25	41	
Weehawken	3	8,329.01	1,900.00		251.39	41.44		2,192.83	6,136.18	26	
Westfield	2	13,815.49	2,300.00	1,775.00	570.00	40.34		4,685.34	9,130.15	34	
West Hoboken	2	24,183.65	2,500.00	1,399.98	298.00	61.41		4,259.39	19,924.26	18	
West Orange	3	1,862.52	500.00		78.99	11.02		590.01	1,271.61	32	Presidential, Jan. 1, 1897.
Woodbridge	3	5,416.51	1,900.00		249.60	11.92		2,161.52	3,254.99	40	
Woodbury	2	13,564.78	2,300.00	1,699.17	450.00	56.56		4,505.73	9,059.05	33	
Woodstown	3	2,820.79	1,300.00		176.25	8.80		1,485.05	1,335.74	53	
Total		1,840,235.80	195,350.00	225,731.25	42,656.90	14,714.94	466,489.05	944,942.14	895,293.46	51	

NEW MEXICO.											
Albuquerque	2	24,113.33	2,600.00	3,500.00	1,200.00	119.06	4,100.92	11,520.00	12,893.23	48	
Deming	3	2,727.68	1,200.00	12.50	250.00	1.84		1,564.34	1,163.34	57	
East Las Vegas	3	6,638.41	1,800.00	150.00	328.00	7.44		2,285.44	4,352.97	24	
Eddy	3	3,644.77	1,800.00	100.00	331.00	2.56		2,033.56	1,611.21	56	
Gallup	3	2,514.82	1,200.00		178.03	1.53		1,379.55	1,135.27	55	
Las Cruces	3	2,375.48	1,100.00	200.00	196.00	4.80		1,500.80	874.68	63	
Las Vegas	3	3,495.38	1,600.00	350.00	236.00	2.06		2,188.06	1,307.30	63	
Raton	3	4,787.22	1,600.00		267.00	3.84		1,890.84	2,896.38	39	
Roswell	3	3,205.41	1,500.00	80.00	191.00	1.44		1,722.44	1,482.97	54	
Santa Fe	2	8,114.73	2,000.00	1,400.00	126.00	7.04		3,533.04	4,581.69	44	In Government building.
Silver City	3	4,097.55	1,500.00	400.00	304.00	3.20		2,207.20	1,890.35	54	
Socorro	3	2,258.90	1,200.00		277.00	.80		1,477.80	781.10	65	
Total		67,973.68	19,000.00	6,142.50	3,904.03	155.64	4,100.92	33,303.09	34,670.59	49	
NEW YORK.											
Adams	3	3,333.21	1,400.00	200.00	277.00	5.52		1,882.52	1,450.69	56	
Addison	3	3,997.77	1,600.00	200.00	326.98	6.56		2,133.54	1,864.23	53	
Akron	3	2,118.71	1,000.00		114.00	2.72		1,116.72	1,001.99	53	
Albany	1	224,402.01	3,600.00	39,797.50	200.00	1,825.02	50,941.48	96,364.00	128,038.01	43	In Government building.
Albion	2	7,906.97	2,000.00	1,000.00	600.00	22.16		3,622.16	4,284.81	46	
Alexandria Bay	3	2,951.63	1,400.00	150.00	252.00	11.44		1,813.44	1,138.19	61	
Alfred	3	2,964.78	1,400.00		199.30	4.80		1,604.10	1,360.68	54	
Allegany	3	3,143.27	1,400.00		144.85	8.00		1,552.85	1,590.42	49	
Amenia	3	2,448.37	1,200.00	300.00	147.50	4.80		1,652.30	796.07	67	
Amityville	3	3,454.95	1,300.00		250.00	18.24		1,568.24	1,886.71	45	
Amsterdam	2	24,901.92	2,700.00	3,500.00	1,417.61	133.50	6,132.41	13,883.52	11,018.10	56	
Andover	3	2,127.22	1,000.00		75.45	2.64		1,078.09	1,049.13	51	
Angelica	3	2,134.36	1,000.00	200.00	154.00	.72		1,354.72	779.64	63	
Antwerp	3	2,337.07	1,200.00		166.00	2.00		1,368.00	969.07	59	
Arcade	3	1,992.09	1,000.00	200.00	103.00	1.36		1,304.36	687.73	65	
Athens	3	2,152.84	1,000.00		137.70	6.80		1,144.50	1,008.34	53	
Attica	3	3,843.74	1,500.00	150.00	304.00	5.92		1,959.92	1,883.82	51	
Auburn	1	46,282.65	3,100.00	7,100.00		406.96	14,048.81	24,655.77	21,626.88	53	Do.
Avoca	3	2,143.09	1,100.00	40.00	171.00	1.68		1,312.68	830.41	61	
Avon	3	3,433.80	1,400.00	200.00	251.75	7.04		1,858.79	1,575.01	54	
Babylon	3	6,698.86	1,800.00		360.00	26.40		2,186.40	4,512.46	33	
Bainbridge	3	3,079.23	1,400.00	150.00	199.50	3.12		1,752.62	1,326.61	57	
Baldwinsville	3	5,470.22	1,700.00	200.00	358.00	12.32		2,270.32	3,199.90	42	
Ballston Spa	2	8,193.20	2,000.00	1,000.00	378.43	46.64		3,425.07	4,768.13	42	
Batavia	2	17,120.51	2,500.00	2,800.00	1,200.00	65.02	5,127.41	11,692.43	5,428.08	68	
Bath	2	12,226.36	2,300.00	1,800.00	500.00	7.98		4,607.98	7,618.38	38	
Bayshore	3	4,488.77	1,600.00		305.50	45.68		1,951.18	2,537.59	43	
Belmont	3	3,104.38	1,300.00		235.50	5.20		1,540.70	1,563.68	50	
Binghamton	1	96,122.51	3,300.00	14,088.00		571.82	19,041.11	37,000.93	59,121.58	38	Do.
Bolivar	3	2,307.09	1,100.00		161.00	2.32		1,263.32	1,043.77	55	
Boonville	3	4,476.30	1,600.00	243.00	231.00	3.92		2,077.92	2,398.38	46	
Brewster	3	4,474.32	1,700.00	200.00	258.00	12.08		2,170.08	2,304.24	49	
Brighton	3	6,112.40	1,400.00		120.30	1.92		1,522.22	4,590.18	25	

No. 10.—*Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1897*—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
NEW YORK—continued.											
Brockport	2	$12,937.03	$2,400.00	$1,900.00	$450.00	$22.31		$4,772.31	$8,164.72	37	
Brockton	3	2,267.14	1,100.00		78.45	3.20		1,181.65	1,085.49	52	
Brooklyn	1	1,113,053.12	6,000.00	245,659.77	23,089.53	15,915.29	$575,926.44	866,591.03	246,462.09	78	In Government building.
Buffalo	1	704,159.62	6,000.00	122,822.98	4,386.78	5,547.89	179,942.22	318,699.82	385,459.80	45	Do.
Caledonia	3	2,255.14	1,100.00		196.00	3.52		1,299.52	955.62	58	
Cambridge	3	6,080.90	1,700.00		234.78	11.44		1,946.22	4,134.68	32	
Camden	3	5,436.11	1,700.00	120.00	333.00	9.76		2,162.76	3,273.35	40	
Canajoharie	2	9,009.10	2,000.00	1,000.00	400.00	36.82		3,436.82	5,572.28	38	
Canandaigua	2	13,334.00	2,400.00	1,900.00		43.12	3,508.97	7,852.09	5,481.91	59	Do.
Canastota	3	5,823.13	1,700.00	250.00	358.00	17.76		2,325.76	3,497.37	40	
Canisteo	3	2,943.51	1,400.00	200.00	269.50	5.20		1,874.70	1,068.81	64	
Canton	3	7,964.39	1,900.00	250.00	435.00	14.40		2,599.40	5,364.99	33	
Cape Vincent	3	3,373.31	1,500.00	40.00	189.13	2.16		1,731.29	1,642.02	51	
Carmel	3	2,244.02	1,100.00		103.00	5.04		1,208.04	1,035.98	54	
Carthage	3	6,287.22	1,800.00	600.00	410.00	16.16		2,826.16	3,461.06	45	
Castile	3	3,330.16	1,400.00		250.00	5.68		1,655.68	1,674.48	50	
Castleton	3	2,408.23	1,000.00	400.00	169.95	6.96		1,576.91	831.32	65	
Catskill	2	12,041.90	2,300.00	1,800.00	482.50	54.98		4,637.48	7,404.42	39	
Cattaraugus	3	3,292.62	1,300.00	150.00	187.00	3.52		1,640.52	1,652.10	50	
Cazenovia	3	6,032.03	1,800.00	200.00	300.00	18.40		2,318.40	3,713.63	38	
Chateaugay	3	2,545.27	1,100.00		196.00	3.36		1,299.36	1,245.91	51	
Chatham	3	5,998.38	1,800.00	400.00	360.00	20.80		2,580.80	3,417.58	43	
Chester	3	1,999.61	1,100.00		154.00	6.00		1,260.00	739.61	63	
Clayton	3	4,225.78	1,500.00	60.00	254.00	7.44		1,821.44	2,404.34	43	
Clifton Springs	3	6,188.88	1,700.00		350.00	18.48		2,068.48	4,120.40	33	
Clinton	3	5,074.60	1,600.00	200.00	193.15	15.28		2,008.43	3,066.17	40	
Clyde	3	5,694.24	1,700.00	300.00	338.00	19.20		2,357.20	3,337.04	44	
Cobleskill	3	5,299.30	1,800.00	250.00	275.50	12.24		2,337.74	2,961.56	44	
Cohocton	3	3,074.84	1,400.00	100.00	147.16	1.36		1,648.52	1,426.32	54	
Cohoes	2	16,610.59	2,500.00	2,300.00	1,100.00	82.04	8,637.04	14,619.08	1,991.51	88	
Coldspring	3	3,410.54	1,400.00		199.04	15.76		1,614.80	1,795.74	47	
Collegepoint	3	3,498.18	1,500.00		264.00	27.28		1,791.28	1,706.90	51	
Cooperstown	3	6,932.25	1,900.00	300.00	467.50	14.00		2,681.50	4,250.75	39	
Corning	2	16,513.86	2,500.00	2,261.04	938.37	110.46	5,260.36	11,070.23	5,443.63	67	
Cornwall on the Hudson	3	3,436.43	1,400.00		139.00	31.12		1,570.12	1,866.31	46	
Cortland	2	21,371.19	2,600.00	3,000.00	1,000.00	92.37	5,412.24	12,104.61	9,266.58	57	
Coxsackie	3	3,621.34	1,500.00	200.00	249.12	12.48		1,965.60	1,655.74	54	
Croton-on-Hudson	3	1,581.90	750.00		116.25	4.40		870.65	711.25	55	Presidential, Oct. 1, 1896.
Cuba	3	5,117.50	1,700.00	250.00	294.00	8.64		2,252.64	2,864.86	44	
Dansville	2	14,891.23	2,400.00	1,900.00	483.33	27.09		4,810.42	10,080.81	32	
Delhi	3	4,759.45	1,700.00	300.00	339.00	11.60		2,344.60	2,414.85	49	

Depeat	3	4,564.80	1,600.00		300.00	8.24			2,048.24	2,516.56	46
Deruyter	3	2,281.94	1,100.00		182.90	2.64			2,285.68	846.31	62
Dobbs Ferry	3	5,330.59	1,600.00		294.00	63.04			1,959.04	3,371.55	57
Dolgeville	3	4,179.78	1,600.00		250.75	7.04			1,857.79	2,321.99	44
Dundee	3	2,140.09	1,400.00		253.00	4.72			1,856.72	1,483.37	53
Dunkirk	3	15,728.62	2,400.00	1,761.67	544.60	76.41	4,666.07		1,400.08	4,251.67	69
Earlville	3	2,625.97	1,200.00		198.00	2.08			1,400.08	1,125.89	55
East Aurora	3	3,215.94	1,300.00		194.70	9.04			1,508.74	1,712.20	47
East Syracuse	3	2,620.05	1,100.00		154.00	8.00			1,262.00	1,358.05	48
Elizabethtown	3	2,241.42	1,100.00		128.75	4.72			1,233.47	907.95	60
Ellenville	3	6,802.77	1,800.00		310.00	12.80			2,322.80	3,979.97	57
Ellicottville	3	2,050.70	1,100.00		180.00	3.53			1,263.53	787.18	68
Elmira	1	67,668.11	8,064.51	11,745.39	3,000.00	1,420.46	14,791.11		29,051.47	29,616.64	56
Fairport	3	5,235.19	1,700.00	200.00	350.00	12.40			2,282.40	2,972.79	43
Farmer	3	2,074.90	1,000.00		118.00	4.64			1,122.64	952.26	54
Far Rockaway	3	7,415.72	1,900.00		360.00	78.24			4,438.24	4,977.48	33
Fayetteville	3	3,503.25	1,200.00	100.00	197.65	6.96			1,404.61	2,188.64	39
Fishkill on the Hudson	1	6,480.76	1,800.00	248.00	380.00	82.48			2,435.48	4,045.28	38
Floral Park	3	38,507.28	3,000.00	4,100.00	541.58	15.92			7,657.50	30,849.78	20
Flushing	2	23,760.39	2,600.00	2,500.00	520.98	136.96	6,239.68		11,996.62	11,763.77	50
Fonda	3	5,631.57	1,500.00	200.00	279.00	8.24			1,987.24	3,634.33	35
Fort Edward	3	5,167.86	1,600.00	172.50	196.00	23.44			1,991.94	3,175.92	39
Fort Plain	3	9,691.90	2,200.00	1,300.00	500.00	25.78			4,025.78	5,666.12	42
Frankfort	3	3,602.68	1,400.00		182.16	10.08			2,592.24	2,010.44	44
Franklinville	3	4,245.79	1,500.00		180.27	5.76			1,666.03	2,579.76	39
Fredonia	3	11,534.32	2,300.00	1,600.00	500.00	83.63			4,431.63	7,100.69	38
Freeport	3	2,302.02	1,000.00		166.53	16.56			1,183.09	1,119.93	51
Friendship	3	3,032.83	1,400.00	100.00	250.00	5.36			1,755.36	1,277.57	58
Fulton	2	11,594.14	2,300.00	1,600.00	400.00	68.23			4,368.23	7,225.91	38
Fultonville	3	2,488.68	1,200.00		208.00	7.84			1,415.84	1,072.79	57
Geneseo	3	6,743.44	1,800.00	300.00	348.50	14.00			2,461.50	4,279.94	57
Geneva	3	29,390.63	2,800.00	4,600.00	914.90	94.46	6,283.48		13,692.84	15,697.79	47
Glencove	3	4,939.11	1,700.00		238.00	22.40			1,960.40	2,978.71	40
Glens Falls	3	21,120.87	2,500.00	2,500.00	1,060.00	122.59	5,180.62		11,303.21	9,817.66	54
Gloversville	3	21,900.31	2,600.00	3,224.00	1,350.00	127.44	7,019.89		14,320.83	7,579.48	65
Goshen	3	10,479.71	1,800.00	400.00	383.00	33.04			2,716.04	7,763.67	36
Gouverneur	2	7,980.11	2,000.00	1,000.00	600.00	16.04			3,616.04	4,364.07	45
Gowanda	3	3,341.23	1,300.00		250.00	4.88			1,554.88	1,786.35	47
Granville	3	4,614.21	1,600.00	200.00	320.00	10.96			2,130.96	2,483.25	46
Greene	3	5,029.37	1,600.00	200.00	331.00	3.44			2,134.44	2,894.93	42
Greenport	3	6,285.89	1,700.00	150.00	348.62	16.48			2,215.10	4,070.79	35
Greenwich	3	4,284.68	1,800.00	140.00	256.00	8.32			2,044.32	2,280.36	47
Groton	3	4,450.73	1,600.00		212.00	4.08			1,816.08	2,634.65	41
Hamburg	3	3,004.23	1,400.00	150.00	160.83	7.68			1,718.51	1,285.72	57
Hamilton	3	6,166.30	1,800.00		315.00	15.12			2,130.12	4,036.18	35
Hammondsport	3	3,475.24	1,500.00	250.00	170.00	4.88			1,933.88	1,541.36	56
Hancock	3	2,857.07	1,200.00	250.00	150.00	4.72			1,604.72	1,252.35	56
Haverstraw	3	5,437.44	1,700.00	200.00	358.00	22.32			2,280.32	3,057.12	43
Hempstead	3	6,176.77	1,800.00	100.00	420.00	43.68			2,363.68	3,813.09	38
Herkimer	2	9,413.52	2,100.00	1,300.00	550.00	87.09			3,987.09	5,426.43	43
Highland Falls	3	2,381.19	1,200.00		179.67	18.24			1,397.91	983.28	58
Holley	3	3,916.15	1,600.00	120.00	208.00	6.80			1,934.80	1,981.35	49

No. 10.—*Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1897*—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
NEW YORK—cont'd.											
Homer	3	$5,227.39	$1,800.00	$200.00	$360.00	$8.96	.....	$2,368.96	$2,858.43	45	
Honeoye Falls	3	2,595.77	1,500.00	.....	147.56	3.28	.....	1,650.84	944.93	64	
Hoosick Falls	2	8,577.96	2,200.00	1,600.00	500.00	37.34	$2,663.28	7,000.62	1,577.34	82	
Hornellsville	2	17,132.98	2,500.00	2,570.00	1,000.00	78.37	5,267.41	11,415.78	5,717.20	67	
Horseheads	3	4,443.75	1,600.00	200.00	276.54	7.44	.....	2,083.98	2,364.77	47	
Hudson	2	16,844.26	2,500.00	2,506.00	1,080.00	242.51	4,388.28	10,716.74	6,127.52	64	
Huntington	2	8,129.39	2,000.00	800.00	240.00	21.28	.....	3,061.28	5,068.11	38	
Ilion	2	11,631.11	2,400.00	1,764.48	700.00	72.93	.....	4,937.41	6,693.70	42	
Irvington	2	16,366.85	2,500.00	1,900.00	550.00	50.32	.....	5,000.32	11,366.53	31	
Islip	3	3,573.55	1,600.00	.....	255.00	14.80	.....	1,869.80	1,703.75	52	
Ithaca	2	39,381.66	2,900.00	4,818.00	1,884.03	231.10	9,716.84	19,549.97	19,831.69	50	
Jamaica	2	12,941.37	2,300.00	1,800.00	800.00	49.94	2,338.13	7,288.07	5,653.30	56	
Jamestown	1	41,292.10	3,000.00	6,100.00	1,600.00	344.45	10,590.59	21,635.04	19,657.06	52	
Johnstown	2	14,074.66	2,400.00	1,900.00	729.80	52.48	4,380.06	9,462.36	4,612.30	67	
Jordan	3	2,489.36	1,200.00	.....	168.00	4.80	.....	1,372.80	1,116.56	55	
Keeseville	3	3,982.18	1,500.00	187.50	254.00	4.16	.....	1,945.66	2,036.52	49	
Kingston	2	32,372.26	2,800.00	5,400.00	1,694.34	344.18	9,902.12	20,140.64	12,231.62	62	
Lancaster	3	3,774.07	1,400.00	.....	248.14	8.08	.....	1,656.22	2,117.85	44	
Larchmont	3	2,189.34	1,050.00	.....	150.00	24.00	.....	1,224.00	965.34	56	Presidential, Oct. 1, 1896.
Lawrence Station	3	952.93	500.00	.....	.....	7.36	.....	507.36	445.57	53	Presidential, Jan. 1, 1897.
Leroy	2	12,887.94	2,400.00	1,688.95	800.00	12.14	.....	4,901.09	7,986.85	38	
Lestershire	3	670.10	275.00	.....	35.50	.80	.....	311.30	358.80	46	Presidential, Apr. 1, 1897.
Liberty	3	6,231.62	1,700.00	40.00	225.50	81.52	.....	1,997.02	4,234.60	32	
Lima	3	2,213.28	1,100.00	.....	122.69	8.04	.....	1,225.73	987.55	55	
Little Falls	2	17,679.02	2,500.00	2,300.00	850.00	120.23	4,198.71	9,968.94	7,710.08	56	
Little Valley	3	2,302.27	1,100.00	30.00	160.45	5.28	.....	1,295.73	1,006.54	56	
Livonia Station	3	2,213.95	1,100.00	150.00	146.00	2.32	.....	1,398.32	815.63	63	
Lockport	2	26,412.27	2,700.00	3,853.85	1,159.60	181.69	8,160.32	16,055.46	10,356.81	61	
Long Island City	2	34,040.95	2,900.00	5,052.44	800.00	261.40	16,959.07	25,972.91	8,068.04	76	
Lowville	3	5,629.65	1,800.00	450.00	359.00	12.12	.....	2,622.12	3,007.53	47	
Lyons	2	9,243.17	2,300.00	1,600.00	575.00	23.89	.....	4,498.89	4,744.28	49	
McGrawville	3	1,079.91	275.00	.....	14.90	.48	.....	290.38	789.53	27	Do.
Malone	2	14,331.73	2,100.00	1,400.00	841.00	18.88	.....	4,359.88	9,971.85	30	
Mamaroneck	2	7,904.65	2,100.00	874.72	350.67	33.94	.....	3,359.33	4,545.32	42	
Manlius	3	3,395.30	1,200.00	.....	105.00	8.16	.....	1,313.16	2,082.14	39	
Marathon	3	2,521.98	1,082.14	166.48	148.21	3.04	.....	1,399.87	1,122.11	56	Delinquent from Apr. 1 to May 31, 1897.
Marlboro	3	2,068.62	1,000.00	.....	173.00	4.80	.....	1,177.80	890.82	57	
Matteawan	3	4,770.48	1,600.00	200.00	320.00	23.76	.....	2,143.76	2,626.72	45	
Mayville	3	3,019.56	1,400.00	80.00	202.00	6.88	.....	1,688.88	1,330.68	56	
Mechanicsville	3	6,118.99	1,700.00	250.00	302.50	22.65	.....	2,275.15	3,843.84	37	

Medina	2	9,306.06	2,100.00	1,100.00	600.00	20.72		3,830.72	5,485.34	41	
Mexico	3	3,110.91	1,400.00	200.00	252.00	8.64		1,860.64	1,250.27	60	
Middleburg	3	2,690.31	1,200.00	300.00	244.50	4.48		1,748.98	941.33	65	
Middleport	3	3,285.32	1,300.00		168.00	6.00		1,474.00	1,811.32	45	
Middletown	2	22,936.50	2,600.00	3,400.00	1,400.00	136.67	5,361.55	12,898.22	10,038.28	56	
Millbrook	3	2,608.20	1,200.00		100.00	6.48		1,306.48	1,301.72	50	
Millerton	3	3,746.60	1,500.00	250.00	160.00	5.60		1,915.60	1,831.00	51	
Mohawk	3	2,886.02	1,300.00	89.95	250.00	10.56		1,650.51	1,235.51	57	
Montgomery	3	1,980.94	1,000.00		110.00	4.48		1,114.48	866.46	56	
Monticello	3	4,589.95	1,600.00	250.00	234.50	16.08		2,100.58	2,489.37	46	
Montour Falls	3	2,700.58	1,300.00	60.00	193.05	7.68		1,560.73	1,139.85	58	
Moravia	3	3,876.12	1,500.00	30.00	153.87	5.36		1,689.23	2,186.89	44	
Morristown	2	9,367.41	2,100.00	1,400.00	255.96	5.99		3,761.95	5,605.46	40	
Morrisville	3	2,245.68	1,100.00		186.00	3.04		1,289.04	956.64	57	
Mount Kisco	3	3,506.91	1,400.00		196.59	15.84		1,612.43	1,894.48	46	
Mount Morris	3	4,376.14	1,600.00	300.00	332.00	8.32		2,240.32	2,135.82	51	
Mount Vernon	2	35,171.93	2,900.00	4,398.73	1,000.00	285.01	9,270.25	17,853.99	17,317.94	51	
Naples	3	2,500.62	1,300.00	300.00	193.32	2.32		1,795.64	704.98	72	
Newark	2	13,387.74	2,400.00	2,200.00	500.00	27.38	1,776.95	6,904.33	6,483.41	52	
New Berlin	3	2,853.88	1,200.00	80.00	168.00	3.60		1,451.60	1,402.28	51	
New Brighton	2	25,274.99	2,900.00	2,091.76	850.00	170.72	4,383.10	10,395.58	14,879.41	41	
Newburgh	1	47,543.76	3,100.00	7,100.00	1,600.00	247.38	11,728.64	23,776.02	23,767.74	50	
Newdorp	3	672.12	250.00		32.49	3.52		286.01	386.11	43	Presidential, Apr. 1, 1897.
New Paltz	3	3,739.12	1,400.00	50.00	223.25	5.44		1,678.69	2,060.43	45	
New Rochelle	2	19,867.80	2,600.00	2,900.00	650.00	213.86	5,084.08	11,447.94	8,419.86	58	
New York	1	7,837,707.66	8,000.00	1,600,235.84	135,252.97	84,459.23	1,406,033.06	3,233,981.10	4,603,726.56	41	In Government building.
Niagara Falls	2	29,515.18	2,700.00	5,615.93	923.60	137.93	7,029.39	16,406.85	13,108.33	56	
Northport	2	18,578.10	2,300.00	1,274.78	250.00	16.02		8,840.75	9,737.35	28	
North Tarrytown	3	2,257.32	1,200.00		166.00	20.80		1,386.80	870.52	61	
North Tonawanda	2	8,987.15	2,000.00	1,000.00	400.00	38.24		3,438.24	5,548.91	38	
Northville	3	2,202.66	1,100.00	150.00	160.00	4.80		1,414.80	787.86	64	
Norwich	2	11,918.13	2,300.00	1,800.00	675.00	67.09	3,503.18	8,345.27	3,572.86	70	
Norwood	3	2,877.43	1,300.00	350.00	158.97	3.76		1,812.73	1,064.70	63	
Nunda	3	3,200.03	1,400.00	200.00	202.00	3.60		1,805.60	1,394.43	56	
Nyack	2	11,398.39	2,300.00	1,500.00	500.00	78.30		4,378.30	7,020.09	38	
Oceanus	3	2,754.34	1,300.00	150.00	225.00	36.56		1,711.56	1,042.78	62	
Ogdensburg	2	19,345.72	2,500.00	2,700.00		55.62	6,671.26	11,926.88	7,418.84	62	Do.
Olean	2	19,623.75	2,500.00	2,718.21	1,000.00	94.90	5,256.40	11,569.51	8,054.24	59	
Oneida	2	13,320.23	2,400.00	2,000.00	775.00	31.65	3,501.29	8,707.94	4,612.29	65	
Oneonta	2	16,560.71	2,500.00	2,500.00	750.00	55.67	4,381.29	10,186.96	6,373.75	62	
Oswego	2	26,582.58	2,700.00	4,300.00		159.97	9,821.14	16,981.11	9,601.47	64	Do.
Ovid	3	2,166.20	1,100.00		144.00	2.96		1,246.96	919.24	58	
Owego	2	11,404.11	2,300.00	1,700.00	785.00	72.36	3,499.34	8,356.70	3,047.41	73	
Oxford	3	5,154.86	1,600.00	200.00	206.00	5.04		2,011.04	3,148.82	39	
Oyster Bay	3	3,723.28	1,400.00		172.00	18.48		1,590.48	2,132.80	43	
Palmyra	2	8,787.87	2,100.00	1,300.00	500.00	27.61		3,927.61	4,860.26	45	
Patchogue	3	8,940.68	1,900.00		300.00	52.08		2,252.08	6,688.60	25	
Pawling	3	2,601.24	1,300.00	20.00	160.00	5.68		1,485.68	1,115.56	57	
Peekskill	2	15,036.79	2,400.00	2,200.00	616.67	99.84	4,384.54	9,701.05	5,335.74	65	
Pelhamville	3	2,195.79	1,100.00		111.72	9.20		1,220.92	974.87	56	
Penn Yan	2	15,212.51	2,400.00	2,000.00	350.00	37.97		4,787.97	10,424.54	31	
Perry	3	4,176.72	1,500.00	30.00	248.00	4.88		1,782.88	2,393.84	42	

No. 10.—*Gross receipts, expenses, and net revenues of Presidential post-offices for the fiscal year ended June 30, 1897*—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
NEW YORK—cont'd.											
Phelps	3	$3,102.31	$1,500.00	$200.00	$204.00	$6.00		$1,910.00	$1,192.31	62	
Philmont	3	2,948.97	1,400.00	20.00	150.91	5.36		1,576.27	1,372.70	53	
Phœnix	3	2,507.60	1,200.00		208.50	4.32		1,412.82	1,094.78	56	
Pine Plains	3	2,531.77	1,200.00		168.67	2.48		1,371.15	1,160.62	54	
Plattsburg	2	16,003.47	2,400.00	2,214.00		60.55	$3,326.42	8,000.97	8,002.50	50	In Government building.
Port Byron	2	4,328.34	2,100.00	1,000.00	300.00	12.00		3,412.00	916.34	79	
Port Chester	2	20,421.02	2,500.00	2,466.57	700.00	67.33	3,503.71	9,237.61	11,183.41	45	
Port Henry	3	4,163.89	1,600.00	200.00	255.36	12.16		2,067.52	2,096.37	50	
Port Jefferson	3	3,332.04	1,400.00		250.00	10.16		1,660.16	1,671.88	50	
Port Jervis	2	13,408.97	2,300.00	1,800.00	400.00	25.36	4,384.18	8,909.54	4,499.43	66	
Portland	3	1,303.71	1,100.00		95.00	1.76		1,196.76	106.95	92	
Port Richmond	2	11,504.55	2,400.00	1,700.00	350.00	.77		4,450.77	7,053.78	39	
Portville	3	2,292.84	1,300.00		104.00	2.64		1,406.64	886.20	61	
Potsdam	2	10,929.86	2,200.00	1,300.00	450.00	20.08		3,970.08	6,959.78	36	
Poughkeepsie	1	55,574.20	3,100.00	8,400.00		505.17	10,130.62	22,135.79	33,438.41	40	Do.
Pulaski	3	3,580.14	1,500.00	100.00	254.00	9.76		1,863.76	1,716.38	52	
Randolph	3	3,711.84	1,500.00	200.00	220.58	8.48		1,938.06	1,773.78	52	
Rhinebeck	3	4,037.80	1,500.00	150.00	225.00	10.80		1,885.80	2,152.00	47	
Richfield Springs	3	5,554.74	1,700.00	300.00	283.00	25.28		2,308.28	3,246.46	42	
Richmond Hill	3	2,531.47	750.00		123.75	17.84		891.59	1,639.88	35	Presidential, Oct. 1, 1896.
Riverhead	3	7,551.23	1,900.00		384.00	22.24		2,306.24	5,244.99	31	
Rochester	1	375,289.10	3,800.00	52,430.11	800.00	3,342.16	84,047.59	144,419.86	230,869.24	38	In Government building.
Rockville Center	3	3,581.43	1,400.00		205.42	16.32		1,621.74	1,959.69	45	
Rome	2	22,607.41	2,600.00	3,381.52	960.00	7.63	7,882.94	14,822.09	7,785.32	66	
Rosebank	3	2,834.14	1,500.00		220.00	43.12		1,763.12	1,071.02	62	
Rosehill	3	3,383.65	1,900.00	300.00	241.25	.88		2,442.13	5,941.52	29	
Rouse Point	3	3,099.58	1,300.00	200.00	175.00	4.00		1,679.00	1,420.58	54	
Rye	3	5,387.09	1,700.00		296.78	28.32		2,025.10	3,361.99	38	
Sacket Harbor	3	2,867.70	1,300.00	40.00	195.00	6.80		1,541.80	1,325.90	54	
Sag Harbor	3	6,261.29	1,900.00	200.00	375.00	18.80		2,493.80	3,767.49	40	
St. Johnsville	3	3,107.87	1,400.00		178.00	8.16		1,586.16	1,521.71	51	
Salamanca	3	6,734.25	1,800.00	400.00	353.96	20.96		2,574.92	4,159.33	38	
Salem	3	3,353.87	1,500.00	200.00	198.00	6.32		1,904.32	1,449.05	57	
Sandyhill	3	6,571.20	1,700.00		358.00	17.68		2,075.68	4,495.52	32	
Saranac Lake	3	7,166.17	1,800.00	100.00	400.00	23.44		2,323.44	4,842.73	32	
Saratoga Springs	2	36,400.58	2,900.00	4,761.54	1,500.00	366.57	7,297.38	16,825.49	19,575.09	46	
Saugerties	2	7,036.09	2,000.00	900.00	460.00	36.32		3,396.32	3,639.77	48	
Sayville	3	3,662.35	1,400.00		212.00	30.48		1,642.48	2,019.87	45	
Schenectady	1	62,531.60	3,100.00	7,000.00	1,381.94	329.06	7,526.34	19,337.34	43,194.46	31	
Schenevus	3	2,334.79	1,100.00	150.00	120.47	2.08		1,372.55	962.24	59	
Schoharie	3	2,415.86	1,200.00		184.80	3.20		1,388.00	1,027.86	57	

Shermans	5,040.73	1,400.00		1.84	139.80			1,564.14	1,451.58			51	
Sherman	2,656.19	1,200.00		1.68	206.00			1,406.68	1,249.51			53	
Shortsville	2,430.80	1,100.00		2.84	138.75			1,241.39	1,189.51			51	
Sidney	5,111.41	1,600.00		11.60	800.00			2,311.60	2,999.81			48	
Silvercreek	7,780.89	1,800.00			262.50			2,062.50	5,630.09			58	
Sing Sing	13,660.67	2,800.00		62.24	750.00			3,612.24	4,331.71		Presidential, Oct. 1, 1896.	58	
Skaneateles	4,467.19	1,600.00		7.68	253.87		4,366.93	6,011.53	2,476.61			56	
Smithville	2,000.27	1,000.00			97.00			1,097.00	902.26			58	
Sodus	2,436.73	1,100.00			190.00			1,290.00	1,112.80			58	
Southampton	6,642.18	1,800.00			242.50			2,042.50	4,599.68			51	
Spencer	1,000.02	750.00			62.50			812.50	801.76			50	
Spring Valley	2,667.40	1,200.00			223.00			1,423.00	1,244.40			54	
Springville	4,102.83	1,700.00			240.75			2,147.63	1,955.20			55	
Stamford	8,804.08	1,500.00			272.25			1,772.25	7,031.83			50	
Stapleton	11,520.14	2,300.00			600.00			2,900.00	8,620.14			50	
Syracuse	240,392.76	8,400.00		87,151.00				95,551.00	144,841.76		In Government building.	41	
Tarrytown	13,918.40	2,400.00		1,500.00				3,900.00	10,018.40			54	
Theresa	2,224.95	1,100.00			700.00			1,800.00	424.95			57	
Ticonderoga	6,145.28	1,700.00			174.00			1,874.00	4,271.28			51	
Tompkinsville	14,203.99	2,400.00		1,500.00	858.00			4,758.00	9,445.99			51	
Tonawanda	8,104.66	2,000.00		900.00	437.48			3,337.48	4,767.18			51	
Totenville	2,737.35	1,200.00			480.00			1,680.00	1,057.35			41	
Troy	123,207.40	8,400.00		21,348.78	240.00			29,988.78	93,218.62		Do.	51	
Trumansburg	2,200.10	1,400.00			165.36			1,565.36	634.74			58	
Tupper Lake	2,146.33	1,200.00			197.00			1,397.00	749.33			58	
Tuxedo Park	8,546.40	1,300.00		150.00	138.93			1,588.93	6,957.47			58	
Unadilla	8,896.06	1,400.00			240.00			1,640.00	7,256.06			58	
Union Springs	2,144.94	1,000.00			174.00			1,174.00	970.94			58	
Utica	118,301.78	8,400.00		16,938.88				25,338.88	92,962.90		Do.	51	
Victor	2,479.38	1,200.00			225.00			1,425.00	1,054.38			58	
Walden	8,923.54	1,500.00			245.00			1,745.00	7,178.54			58	
Walton	6,611.32	1,800.00			350.00			2,150.00	4,461.32			58	
Wappingers Falls	4,204.96	1,600.00		200.00	296.00			2,096.00	2,108.96			58	
Warrensburg	2,715.74	1,300.00		100.00	84.00			1,484.00	1,231.74			58	
Waraw	8,490.62	1,800.00		300.00	261.37			2,361.37	6,129.25			58	
Warwick	4,656.13	1,700.00		100.00	273.75			2,073.75	2,582.38			58	
Washingtonville	2,070.05	1,100.00			183.50			1,283.50	786.55			58	
Waterford	5,077.35	1,700.00		150.00	280.00			2,130.00	2,947.35			58	
Waterloo	9,329.75	2,000.00		1,000.00	500.00			3,500.00	5,829.75			58	
Watertown	87,902.91	2,900.00		6,000.00				8,900.00	79,002.91		Do.	47	
Waterville	4,536.10	1,600.00			314.31			1,914.31	2,621.79			58	
Watkins	6,302.06	1,800.00		250.00	335.00			2,385.00	3,917.06			58	
Waverly	9,595.24	2,200.00		1,400.00	600.00			4,200.00	5,395.24			71	
Wayland	2,041.94	1,000.00			169.00			1,169.00	872.94			57	
Weedsport	4,975.65	1,700.00		800.00	304.00			2,804.00	2,171.65			57	
Wellsville	8,678.82	2,000.00		1,000.00	522.00			3,522.00	5,156.82			57	
Westfield	6,149.21	1,800.00		200.00	360.00			2,360.00	3,789.21			57	
West New Brighton	25,301.91	2,700.00		2,200.00	840.00			5,740.00	19,561.91			49	

No. 10.—*Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1897*—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
NEW YORK—continued.											
West Point	3	$5,527.59	$1,600.00	$100.00	$190.00	$26.08	.....	$1,916.08	$3,611.51	35	
West Troy	2	8,930.24	2,100.00	1,100.00	285.50	83.78	$4,375.78	7,945.06	985.18	89	
Whitehall	3	5,936.81	1,700.00	.....	208.00	19.28	.....	1,927.28	4,009.53	32	
White Plains	2	14,153.68	2,400.00	2,000.00	500.00	110.32	.....	5,010.32	9,143.36	35	
Whitesboro	3	2,544.14	1,100.00	.....	128.30	5.12	.....	1,233.42	1,310.72	48	
Whitestone	2	9,149.56	2,000.00	600.00	157.00	24.00	.....	2,781.00	6,368.56	30	
Whitneys Point	3	2,337.89	1,100.00	300.00	130.10	4.88	.....	1,534.98	802.91	66	
Windsor	3	2,322.67	1,200.00	200.00	116.00	1.84	.....	1,517.84	804.83	65	
Wolcott	3	4,271.34	1,500.00	.....	235.15	3.52	.....	1,738.67	2,532.67	41	
Woodhaven	3	2,917.28	1,500.00	.....	150.00	15.60	.....	1,665.60	1,251.68	57	
Worcester	3	1,983.97	1,100.00	.....	132.16	2.72	.....	1,234.88	749.09	62	
Yonkers	1	49,698.32	3,100.00	6,490.00	2,120.60	428.28	14,793.78	26,932.66	22,765.66	54	
Total	.....	13,432,542.92	576,976.65	2,412,965.82	278,608.18	129,134.64	2,779,179.29	6,176,864.58	7,255,678.34	46	
NORTH CAROLINA.											
Asheville	2	25,288.06	2,600.00	8,900.00	.....	180.25	5,199.60	11,879.85	13,408.21	47	In Government building.
Biltmore	3	2,081.90	1,100.00	.....	31.35	5.92	.....	1,137.27	944.63	55	
Burlington	3	3,797.57	1,500.00	100.00	213.90	10.01	.....	1,823.91	1,973.66	48	Mail bags 25 cents.
Chapelhill	3	3,442.73	1,500.00	150.00	130.75	6.48	.....	1,787.23	1,655.50	52	
Charlotte	2	34,842.33	2,800.00	8,924.00	.....	210.19	5,508.02	12,442.21	22,400.12	36	In Government building.
Concord	3	5,282.33	1,700.00	350.00	334.00	15.76	.....	2,399.76	2,882.57	45	
Durham	2	14,547.09	2,400.00	2,100.00	1,000.00	52.30	2,029.66	8,181.99	6,365.10	56	
Edenton	3	3,266.69	1,300.00	150.00	155.00	12.48	.....	1,617.48	1,649.21	50	
Elizabeth City	3	5,618.46	1,700.00	100.00	306.00	33.92	.....	2,139.92	3,478.54	38	
Fayetteville	3	7,654.01	1,900.00	400.00	347.85	24.32	.....	2,672.17	4,981.84	35	
Gastonia	3	3,470.70	1,400.00	70.00	118.00	6.48	.....	1,594.48	1,876.22	46	
Goldsboro	3	8,096.96	1,900.00	1,000.00	420.00	35.44	.....	3,355.44	4,740.52	41	
Greensboro	2	21,775.63	2,500.00	2,938.60	.....	72.52	3,568.87	9,079.99	12,695.64	42	Do.
Greenville	3	2,846.41	1,200.00	200.00	147.15	10.72	.....	1,557.87	1,288.54	55	
Henderson	3	4,722.32	1,600.00	100.00	206.00	14.80	.....	1,920.80	2,801.52	41	
Hendersonville	3	2,609.32	1,100.00	300.00	174.00	7.92	.....	1,581.92	1,027.40	61	
Hickory	3	4,312.10	1,500.00	100.00	288.00	7.52	.....	1,895.52	2,416.58	44	
Highpoint	3	5,947.22	1,700.00	150.00	291.92	7.36	.....	2,149.28	3,798.54	36	
Kinston	3	4,266.54	1,600.00	300.00	298.00	14.96	.....	2,212.96	2,053.58	52	
Laurinburg	3	1,158.94	500.00	10.00	34.49	1.92	.....	546.41	612.53	47	Presidential, Jan. 1, 1897.
Lenoir	3	1,744.62	825.00	300.00	60.00	2.72	.....	1,187.72	556.90	68	Presidential, Oct. 1, 1896.
Lexington	3	2,531.87	1,200.00	250.00	146.40	6.00	.....	1,792.00	739.87	67	
Louisburg	3	2,419.33	1,200.00	30.00	121.00	6.00	.....	1,357.00	1,062.33	56	
Monroe	3	3,227.14	1,400.00	360.00	233.46	7.96	.....	2,000.82	1,226.32	62	

Morganton	3	3,158.55	1,400.00	200.00	216.00	7.84	.....	1,823.84	1,334.71	58	
Mountairy	3	3,312.81	1,500.00	300.00	174.00	4.56	.....	1,978.56	1,334.25	60	
Newbern	2	9,285.95	2,100.00	1,444.60	294.00	146.19	.....	3,984.79	5,301.16	43	In Government building.
Oxford	3	4,410.85	1,500.00	50.00	254.00	13.12	.....	1,817.12	2,593.73	41	
Raleigh	2	33,667.47	2,800.00	5,400.00	.....	213.77	5,258.08	13,671.85	19,995.62	41	Do.
Reidsville	3	5,152.44	1,800.00	400.00	.....	9.52	.....	2,209.52	2,942.92	43	Do.
Rockingham	3	2,712.74	1,200.00	200.00	157.75	4.08	.....	1,561.83	1,150.91	58	
Rocky Mount	3	4,943.07	1,600.00	300.00	181.85	16.00	.....	2,097.85	2,845.22	42	
Salem	3	10,014.18	1,900.00	337.50	290.00	6.40	.....	2,533.90	7,480.28	25	
Salisbury	3	6,945.74	1,800.00	900.00	360.00	32.80	.....	3,092.80	3,852.94	45	
Scotland Neck	3	2,450.14	1,100.00	75.00	99.55	5.76	.....	1,280.31	1,169.83	52	
Shelby	3	2,694.53	1,200.00	300.00	191.77	4.00	.....	1,695.77	998.76	63	
Statesville	2	6,798.14	2,000.00	1,399.98	.....	22.48	.....	3,422.46	3,375.68	50	Do.
Tarboro	3	5,542.87	1,600.00	250.00	206.60	18.32	.....	2,074.92	3,467.95	37	
Wadesboro	3	2,372.00	1,100.00	150.00	89.65	3.84	.....	1,343.49	1,028.51	57	
Warrenton	3	1,043.66	500.00	13.44	20.70	2.08	.....	536.22	507.44	51	Presidential, Jan. 1, 1897.
Washington	3	5,184.82	1,700.00	300.00	250.00	12.88	.....	2,202.88	2,921.94	44	
Wilmington	2	35,240.11	2,800.00	5,432.52	.....	214.06	7,426.88	15,873.46	19,366.65	45	In Government building.
Wilson	3	5,471.08	1,700.00	250.00	350.23	20.40	.....	2,320.63	3,150.45	42	
Winston	2	22,474.22	2,700.00	3,300.00	1,000.00	3.92	3,520.42	10,524.34	11,949.88	47	
Total	.....	347,825.24	72,125.00	38,385.64	9,192.97	1,515.37	33,111.56	154,330.54	193,494.70	44	
NORTH DAKOTA.											
Bismarck	3	8,121.16	1,800.00	1,000.00	420.00	12.64	.....	3,232.64	4,888.52	40	
Cando	3	1,121.90	500.00	.....	55.00	.16	.....	555.16	566.74	49	Presidential, Jan. 1, 1897.
Casselton	3	3,490.15	1,500.00	300.00	234.00	1.68	.....	2,035.68	1,454.47	58	
Cooperstown	3	1,567.44	825.00	112.50	104.50	.....	.....	1,042.00	525.44	66	Presidential, Oct. 1, 1896.
Devils Lake	3	5,242.20	1,600.00	200.00	298.00	3.84	.....	2,101.84	3,140.36	40	
Dickinson	3	2,786.02	1,300.00	100.00	224.00	1.61	.....	1,625.61	1,160.41	58	Mail bags 25 cents.
Ellendale	3	2,350.42	1,200.00	300.00	223.00	1.36	.....	1,724.36	626.06	73	
Fargo	2	31,148.01	2,700.00	3,900.00	799.22	118.24	3,291.13	10,808.59	20,339.42	35	In Government building.
Grafton	3	5,238.40	1,700.00	200.00	358.00	10.32	.....	2,268.32	2,970.08	43	
Grand Forks	2	19,746.86	2,600.00	3,000.00	1,100.00	118.62	3,500.07	10,313.69	9,433.17	52	
Hillsboro	3	3,532.38	1,400.00	40.00	233.85	3.28	.....	1,677.13	1,855.25	47	
Jamestown	3	6,975.48	1,800.00	300.00	410.00	7.52	.....	2,517.52	4,457.96	36	
Lakota	3	2,553.53	1,200.00	100.00	198.00	.....	.....	1,498.00	1,055.53	59	
Langdon	3	2,114.01	900.00	157.50	.....	.....	.....	1,057.50	1,056.51	50	Presidential, Oct. 1, 1896.
Larimore	3	2,879.98	1,300.00	200.00	216.00	3.68	.....	1,719.68	1,160.30	60	
Lisbon	3	3,162.74	1,400.00	200.00	252.00	1.04	.....	1,853.04	1,309.70	59	
Mandan	3	4,065.12	1,500.00	.....	257.23	2.08	.....	1,759.31	2,305.81	43	
Mayville	3	3,111.28	1,400.00	150.00	232.00	1.32	.....	1,783.32	1,327.96	57	
Minot	3	2,163.31	1,100.00	.....	198.73	1.12	.....	1,299.85	863.46	60	
Northwood	3	1,508.65	750.00	.....	130.50	.08	.....	880.58	628.07	58	Do.
Oakes	3	1,955.43	1,000.00	.....	173.99	.32	.....	1,174.31	781.12	60	
Park River	3	2,812.27	1,200.00	.....	180 45	2.24	.....	1,382.69	1,429.58	49	
St. Thomas	3	2,163.38	1,200.00	80.00	198.00	3.44	.....	1,481.44	681.94	68	
Valley City	3	4,680.45	1,600.00	250.00	296.00	2.72	.....	2,148.72	2,531.73	46	
Wahpeton	3	5,436.40	1,700.00	150.00	298.00	8.48	.....	2,156.48	3,279.92	40	
Total		129,926.97	35,175.00	10,740.00	7,090.47	300.79	6,791.20	60,097.46	69,829.51	46	

No. 10.—*Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1897*—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
OHIO.											
Ada	3	$6,500.56	$1,800.00		$240.00	$10.32		$2,050.32	$4,450.24	32	
Akron	1	91,256.32	3,300.00	$11,036.78	2,730.77	774.49	$16,398.36	34,240.40	57,015.92	38	
Alliance	2	13,122.40	2,400.00	1,800.00	900.00	79.76	3,625.71	8,805.47	4,316.93	67	
Ashland	2	13,102.11	2,300.00	1,600.00	340.00	18.32		4,258.32	8,843.79	33	
Ashtabula	2	14,684.91	2,400.00	2,700.00	975.00	59.04	4,931.57	11,065.61	3,619.30	75	
Athens	2	8,951.73	2,000.00	1,299.67	500.00	34.72		3,834.39	5,117.34	43	
Barberton	3	3,168.81	1,500.00	30.00	158.97	6.88		1,695.85	1,472.96	54	
Barnesville	3	5,618.36	1,700.00	300.00	183.00	15.52		2,198.52	3,419.84	39	
Batavia	3	2,119.50	1,000.00	120.00	152.00	6.16		1,278.16	841.34	60	
Bedford	3	3,711.04	1,400.00		176.08	7.60		1,583.68	2,127.36	43	
Bellaire	2	8,627.30	2,100.00	1,400.00	500.00	60.53		4,060.53	4,566.77	47	
Bellefontaine	2	9,805.11	2,200.00	1,600.00	610.00	43.02	3,515.66	7,968.68	1,836.43	81	
Bellevue	3	6,316.92	1,800.00	200.00	396.00	16.24		2,412.24	3,904.68	38	
Berea	3	5,016.79	1,700.00		308.00	15.28		2,023.28	2,993.51	40	
Blanchester	3	2,711.65	1,100.00	100.00	144.00	6.64		1,350.64	1,361.01	50	
Bluffton	3	2,865.54	1,100.00	150.00	166.00	2.80		1,418.80	1,446.74	50	
Bowling Green	3	8,113.54	1,900.00	100.00	460.00	25.12		2,485.12	5,628.42	31	
Bradner	3	911.37	500.00		29.33	1.68		531.01	380.36	58	Presidential, Jan. 1, 1897.
Bridgeport	3	6,213.51	1,800.00	200.00	200.53	22.80		2,223.33	3,990.18	36	
Bryan	3	7,701.48	1,800.00	100.00	360.00	15.20		2,275.20	5,426.28	30	
Bucyrus	2	10,204.68	2,200.00	1,495.00	480.00	36.61	3,499.83	7,711.44	2,493.24	76	
Cadiz	3	4,738.96	1,700.00	600.00	358.00	15.68		2,673.68	2,065.28	56	
Caldwell	3	2,936.88	1,200.00	250.00	103.40	7.70		1,561.10	1,375.78	53	Mail bags, 10 cents.
Cambridge	2	9,311.77	2,100.00	1,200.00	530.00	29.88		3,859.88	5,451.89	41	
Camden	3	2,934.08	1,300.00		142.31	3.84		1,446.15	1,487.93	49	
Canal Dover	3	6,058.07	1,800.00	150.00	246.00	18.00		2,214.00	3,844.07	37	
Canton	1	57,736.04	3,200.00	9,576.90		634.38	17,802.42	31,218.70	26,522.34	54	In Government building.
Cardington	3	2,922.48	1,400.00		135.70	1.68		1,537.38	1,385.10	53	
Carey	3	2,649.55	1,200.00	200.00	208.00	5.76		1,613.76	1,035.79	61	
Carrollton	3	2,616.94	1,200.00	200.00	132.90	4.40		1,537.30	1,079.64	59	
Celina	3	4,534.19	1,600.00	400.00	276.25	16.48		2,292.73	2,241.46	50	
Chagrin Falls	3	3,565.80	1,500.00	200.00	263.10	7.60		1,970.70	1,595.10	55	
Chardon	3	2,802.09	1,300.00	150.00	224.18	3.44		1,677.62	1,124.47	60	
Chicago	3	2,550.32	1,200.00	100.00	210.00	4.72		1,514.72	1,185.60	57	
Chillicothe	2	19,070.42	2,500.00	2,700.00	1,000.00	99.22	5,524.21	11,823.43	7,246.99	62	
Cincinnati	1	1,078,940.33	6,000.00	196,385.76	2,998.40	11,228.01	207,348.89	423,961.06	654,979.27	39	Do.
Circleville	2	9,647.60	2,200.00	1,400.00	500.00	59.84		4,159.84	5,487.76	43	
Cleveland	1	702,490.96	6,000.00	115,618.45	2,850.00	5,930.19	167,224.91	297,618.55	404,872.41	42	Do.
Clyde	3	4,354.47	1,600.00	200.00	296.00	12.08		2,108.08	2,246.39	48	
Collinwood	3	2,213.40	1,100.00		196.00	8.64		1,304.64	908.76	59	
Columbiana	3	3,249.23	1,500.00	200.00	175.00	7.44		1,882.44	1,366.79	58	

New Philadelphia	2	8,248.53	2,000.00	900.00	418.75	33.47		3,352.22	4,891.31	41	
New Richmond	3	2,609.55	1,200.00	200.00	124.85	8.56		1,533.41	1,076.14	59	
Niles	3	6,548.83	1,800.00	90.00	323.05	28.24		2,241.29	4,307.54	34	
North Amherst	3	1,939.49	1,000.00	15.00	169.50	4.32		1,188.82	750.67	61	
North Baltimore	3	4,535.72	1,600.00	50.00	259.80	9.12		1,918.92	2,616.80	43	
Norwalk	2	14,781.72	2,400.00	2,000.00	750.00	58.62	3,500.15	8,708.77	6,072.95	59	
Oakharbor	3	2,159.57	1,100.00		196.00	4.08		1,300.08	859.49	60	
Oberlin	2	12,870.08	2,300.00	1,800.00	650.00	105.59	3,524.31	8,379.90	4,490.18	65	
Orrville	3	4,079.98	1,600.00	200.00	284.00	10.56		2,064.56	2,015.42	51	
Ottawa	3	3,582.34	1,500.00	300.00	203.48	8.24		2,011.72	1,570.62	56	
Oxford	3	5,017.37	1,700.00	200.00	318.00	19.12		2,237.12	2,780.25	45	
Painesville	2	19,126.39	2,500.00	2,000.00	550.00	55.77	2,626.64	7,732.41	11,393.98	40	
Paulding	3	4,013.32	1,500.00		245.51	6.32		1,751.83	2,261.49	44	
Perrysburg	3	1,506.38	750.00		101.20	2.28		854.48	651.90	57	Presidential, Oct. 1, 1896.
Piqua	2	21,781.68	2,700.00	3,400.00	1,200.00	77.89	5,247.20	12,625.09	9,106.59	58	
Plain City	3	2,268.33	1,200.00		157.20	3.44		1,360.64	907.69	60	
Plymouth	3	2,412.28	1,300.00		220.00	2.88		1,522.88	889.40	63	
Pomeroy	3	4,742.15	1,700.00	300.00	256.00	10.48		2,266.48	2,475.67	48	
Port Clinton	3	3,280.56	1,400.00	200.00	222.00	6.32		1,828.32	1,452.24	56	
Portsmouth	2	21,143.91	2,600.00	3,224.00		90.06	6,024.80	11,938.86	9,205.05	56	In Government building.
Prospect	3	1,889.23	1,000.00		164.00	1.92		1,165.92	723.31	62	
Ravenna	2	9,328.69	2,100.00	1,200.00	400.00	30.33		3,730.33	5,598.36	40	
Richwood	3	2,784.88	1,300.00		95.73	5.44		1,401.17	1,383.71	50	
Ripley	3	3,647.35	1,400.00	50.00	277.00	10.80		1,737.80	1,909.55	48	
Roseville	3	530.27	250.00		17.50	2.08		269.58	260.69	51	Presidential, Apr. 1, 1897.
Sabina	3	1,937.46	1,000.00		165.99	4.48		1,170.47	766.99	60	
Saint Clairsville	3	3,201.36	1,400.00	200.00	150.00	7.20		1,757.20	1,444.16	55	
Saint Mary	3	6,431.03	1,800.00	200.00	390.08	17.36		2,407.44	4,023.59	37	
Saint Paris	3	2,620.98	1,100.00	40.00	165.00	3.20		1,308.20	1,312.78	50	
Salem	2	15,457.74	2,500.00	2,275.00	600.00	69.53	3,503.02	8,947.55	6,510.19	58	
Salineville	3	2,043.03	1,100.00	100.00	136.48	8.08		1,344.56	698.47	66	
Sandusky	2	25,580.12	2,700.00	3,600.00		154.16	6,963.38	13,417.54	12,162.58	52	In Government building.
Scio	3	2,329.95	1,100.00	120.00	120.00	3.84		1,343.84	986.11	58	
Shawnee	3	2,016.00	1,000.00	30.00	174.00	6.40		1,210.40	805.60	60	
Shelby	3	9,258.91	1,800.00	140.00	350.00	19.76		2,309.76	6,949.15	25	
Sidney	2	12,181.00	2,300.00	1,891.58	610.00	35.15	2,570.30	7,407.03	4,773.97	61	
South Charleston	3	2,140.44	1,200.00		92.50	4.16		1,296.66	843.78	61	
Spencerville	3	2,694.24	1,400.00	40.00	186.80	4.88		1,631.68	1,062.56	61	
Springfield	1	96,332.90	3,300.00	15,622.59		589.19	16,331.22	35,843.00	60,489.90	37	Do.
Steubenville	2	17,486.65	2,500.00	2,700.00	941.39	142.30	6,860.11	13,143.80	4,342.85	75	
Tiffin	2	16,590.50	2,500.00	2,300.00	500.00	75.66	6,125.38	11,501.04	5,089.46	69	
Tippecanoe City	3	3,295.13	1,500.00	95.00	233.75	4.72		1,833.47	1,461.66	56	
Toledo	1	272,644.38	3,600.00	45,067.97	1,300.00	1,680.16	62,719.02	114,367.15	158,277.23	42	Do.
Toronto	3	2,953.86	1,200.00		223.00	7.12		1,430.12	1,523.74	48	
Troy	2	13,651.68	2,400.00	2,500.00	600.00		2,630.30	8,130.30	5,521.38	60	
Uhrichsville	3	4,399.83	1,600.00	120.00	331.00	21.20		2,072.20	2,327.63	47	
Upper Sandusky	3	5,580.50	1,700.00	200.00	251.19	19.20		2,170.39	3,360.11	39	
Urbana	2	12,543.88	2,400.00	1,816.30	448.05	50.42	2,648.59	7,363.36	5,180.52	59	
Vanwert	2	10,699.50	2,200.00	1,600.00	300.00	40.34		4,140.34	6,559.16	39	
Versailles	3	1,835.53	1,000.00	100.00	81.58	2.00		1,183.58	651.95	64	
Wadsworth	3	3,747.60	1,500.00		183.17	4.48		1,637.65	2,109.95	44	
Wapakoneta	3	5,555.40	1,700.00	350.00	351.00	14.00		2,415.00	3,140.40	43	

No. 10.—*Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1897*—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
OHIO—continued.											
Lebanon	3	$6,476.41	$1,800.00	$600.00	$234.04	$13.68		$2,647.72	$3,828.69	41	
Leetonia	3	3,685.89	1,500.00		227.00	12.40		1,739.40	1,946.49	47	
Leipsic	3	2,972.52	1,300.00	80.00	247.85	7.76		1,635.61	1,336.91	55	
Lima	2	32,680.48	2,800.00	4,100.00		235.32	$7,304.37	14,439.69	18,240.79	44	In Government building.
Lisbon	3	6,207.11	1,800.00	150.00	260.00	19.52		2,229.52	3,977.59	36	
Lockland	3	6,887.85	1,800.00		162.60	9.92		1,972.52	4,915.33	29	
Logan	3	4,673.50	1,600.00	500.00	257.20	17.76		2,374.96	2,298.54	51	
London	3	6,635.90	1,800.00	500.00	410.00	20.96		2,730.96	3,904.94	41	
Lorain	2	11,845.42	2,400.00	2,122.31	600.00	34.55	3,150.79	8,307.65	3,537.77	70	
Loudonville	3	2,616.84	1,300.00		192.10	4.80		1,496.90	1,119.94	57	
Louisville	3	1,901.25	1,100.00		160.00	4.24		1,264.24	637.01	67	
McComb	3	2,057.41	1,100.00	120.00	170.98	2.48		1,393.46	663.95	68	
McConnelsville	3	2,989.82	1,400.00	160.00	220.00	7.12		1,787.12	1,202.70	60	
Madison	3	2,185.89	1,100.00	80.00	193.82	3.12		1,376.94	808.95	63	
Manchester	3	2,130.74	1,100.00	150.00	134.25	7.96		1,392.21	738.53	65	Mail bags, 20 cents.
Mansfield	1	40,258.92	3,000.00	5,900.00	1,000.00	204.07	7,770.07	17,874.14	22,384.78	44	
Marietta	2	20,346.59	2,500.00	2,700.00	750.00	120.46	4,577.93	10,648.39	9,698.20	52	
Marion	2	17,789.49	2,500.00	2,200.00	675.00	74.51	4,578.39	10,027.90	7,761.59	56	
Martins Ferry	3	4,387.79	1,600.00	150.00	200.00	26.00		1,976.00	2,411.79	45	
Marysville	3	6,030.92	1,800.00	200.00	410.00	12.72		2,422.72	3,608.20	40	
Massillon	2	13,823.49	2,400.00	2,200.00	938.37	78.18	4,625.30	10,236.85	3,586.64	74	
Mechanisburg	3	3,343.34	1,400.00		220.00	6.08		1,626.08	1,717.26	49	
Medina	3	6,555.12	1,900.00	400.00	255.00	10.48		2,565.48	3,989.64	39	
Miamisburg	3	4,967.13	1,700.00		251.25	16.88		1,968.13	2,999.00	40	
Middleport	3	3,428.43	1,500.00		266.00	12.96		1,778.96	1,649.47	52	
Middletown	2	20,212.17	2,700.00	3,400.00	650.00	73.41	4,375.23	11,198.64	9,013.53	55	
Millersburg	3	3,683.38	1,500.00	300.00	253.54	8.64		2,062.18	1,621.20	56	
Minerva	3	2,308.78	1,100.00		170.00	6.08		1,276.08	1,032.70	55	
Monroeville	3	2,118.74	1,200.00	50.00	146.00	3.52		1,399.52	719.22	66	
Montpelier	3	2,559.35	1,300.00		194.00	2.24		1,490.24	1,063.11	58	
Mount Gilead	3	4,869.83	1,600.00	200.00	195.22	7.04		2,002.26	2,867.57	41	
Mount Sterling	3	2,338.76	1,200.00		210.50	3.76		1,414.26	922.50	61	
Mount Vernon	2	10,772.88	2,200.00	1,600.00	630.00	121.07	2,631.24	7,182.31	3,590.57	67	
Napoleon	3	4,678.59	1,600.00		286.10	11.60		1,897.70	2,780.89	41	
National Military Home	3	4,288.18	1,500.00	100.00		11.84		1,611.84	2,676.34	38	In Government building.
Nelsonville	3	3,726.85	1,500.00	200.00	229.00	9.60		1,938.60	1,788.25	52	
Newark	2	17,963.65	2,500.00	2,835.99	800.00	126.10	7,064.50	13,326.59	4,637.06	74	
New Carlisle	3	2,690.87	1,300.00		155.00	2.96		1,457.96	1,232.91	54	
New Cornerstown	3	2,632.86	1,100.00	200.00	89.00	5.62		1,394.62	1,238.18	53	
New Lexington	3	2,877.28	1,300.00	100.00	180.25	12.28		1,603.53	1,273.75	56	
New London	3	4,108.00	1,500.00	200.00	179.77	7.12		1,886.89	2,219.11	46	

Ap													
Apollo													
Ardmore													
Ashland													
Athens													
Austin													
Bangor													
Beaver													
Beaver Falls													
Bedford													
Bellefonte													
Belle Vernon													
Bellwood													
Bennett													
Berwick													
Berwyn													
Bethlehem													
Birdsboro													
	3	3,227.31	1,600.00	2,[illegible]	800.00	480.[illegible]	7.46						
	3	4,490.24	2,400.00	1,700.00	1,500.00	200.00	25.36						
	3	14,639.81	1,700.00	1,800.00		196.00	17.44						
	3	5,436.87	2,200.00	1,100.00	200.00	172.10	10.96						
	3	9,918.52	1,800.00	1,100.00		296.00	194.89						
	3	2,678.31	1,100.00	1,100.00	150.00	150.50	7.52						
	3	2,282.15	1,100.00	1,600.00		891.63							
	3	2,495.19	1,100.00	1,100.00		158.83							
	3	5,080.79	1,600.00	2,500.00	2,024.00								
	3	3,185.47	1,100.00	1,100.00									
	3	17,143.47	2,500.00	1,100.00									
	3	2,267.50	1,100.00										

No. 10.—*Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1897*—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
OHIO—continued.											
Warren	2	$17,065.36	$2,500.00	$2,224.00	$650.00	$86.11	$3,503.09	$8,963.20	$8,102.16	53	
Washington	2	11,513.04	2,300.00	1,900.00	400.00	58.55	2,643.29	7,301.84	4,211.20	63	
Wanseon	3	4,219.25	1,600.00	150.00	320.00	6.32	.....	2,076.32	2,142.93	49	
Waverly	3	2,792.39	1,300.00	200.00	194.00	7.76	.....	1,701.76	1,090.63	61	
Wellington	3	5,822.18	1,700.00	80.00	311.62	12.00	.....	2,103.62	3,718.56	36	
Wellston	3	5,352.78	1,800.00	150.00	289.00	11.36	.....	2,250.36	3,102.42	42	
Wellsville	3	7,116.11	1,800.00	150.00	400.00	38.00	.....	2,388.00	4,728.11	34	
Westerville	3	3,611.88	1,400.00	100.00	218.08	7.68	.....	1,725.76	1,886.12	48	
West Liberty	3	4,215.66	1,600.00	100.00	293.25	4.32	.....	1,997.57	2,218.09	47	
Weston	3	2,107.28	1,000.00	.....	108.00	1.76	.....	1,109.76	997.52	53	
Willoughby	3	3,273.02	1,500.00	60.00	234.00	9.20	.....	1,803.20	1,469.82	55	
Wilmington	3	6,475.54	1,800.00	300.00	416.64	24.56	.....	2,541.20	3,934.34	39	
Wooster	2	12,553.47	2,800.00	1,800.00	550.00	53.97	3,502.49	8,206.46	4,347.01	65	
Wyoming	3	1,099.16	500.00	20.00	87.00	7.28	.....	614.28	484.88	56	Presidential, Jan. 1, 1897.
Xenia	2	12,245.48	2,300.00	1,900.00	570.62	99.83	3,521.47	8,391.92	3,853.56	69	
Yellowsprings	3	2,470.48	1,000.00	.....	94.00	5.92	.....	1,099.92	1,370.56	45	
Youngstown	1	42,153.74	3,000.00	7,039.72	1,200.00	493.88	16,811.21	28,544.81	13,608.93	68	
Zanesville	1	42,943.53	3,000.00	6,599.45	1,600.00	430.81	10,280.22	21,910.48	21,033.05	51	
Total	.....	4,186,707.80	362,100.00	603,230.15	76,863.72	30,329.11	809,762.05	1,882,285.03	2,304,422.77	45	
OKLAHOMA.											
Alva	3	2,231.37	1,200.00	120.00	147.32	3.84	.....	1,471.16	760.21	66	
Edmond	3	2,089.62	1,100.00	200.00	174.00	.80	.....	1,474.80	614.82	71	
Elreno	2	7,219.24	2,000.00	1,000.00	61.00	23.26	.....	3,084.26	4,134.98	43	
Enid	3	3,783.00	1,500.00	1,200.00	38.25	6.16	.....	2,744.41	1,038.59	73	
Guthrie	2	12,307.97	2,300.00	2,000.00	700.00	29.99	3,485.04	8,515.03	3,792.94	69	
Hennessey	3	2,589.85	1,200.00	250.00	35.20	1.52	.....	1,486.72	1,103.13	57	
Kingfisher	3	3,968.52	1,700.00	800.00	52.80	6.24	.....	2,559.04	1,409.48	64	
Newkirk	3	2,651.06	1,200.00	400.00	213.01	4.56	.....	1,817.57	833.49	69	
New Ponca	3	2,584.94	1,000.00	100.00	174.00	3.44	.....	1,277.44	1,307.50	49	
Norman	3	4,096.40	1,500.00	.....	276.75	3.76	.....	1,780.51	2,315.89	43	
Oklahoma	2	11,933.10	2,400.00	2,184.57	.....	29.44	2,625.38	7,239.39	4,693.71	61	
Pawnee	3	2,145.87	1,000.00	300.00	214.00	1.44	.....	1,515.44	630.43	71	
Perry	3	5,495.99	1,800.00	400.00	1.00	11.92	.....	2,212.92	3,283.07	40	
Pondcreek	3	2,713.75	1,100.00	200.00	166.00	.72	.....	1,466.72	1,247.03	54	
Shawnee	3	3,803.13	1,050.00	219.95	83.75	5.20	.....	1,357.90	1,945.23	41	Presidential, Oct. 1, 1896.
Stillwater	3	2,838.72	1,300.00	200.00	202.55	1.12	.....	1,703.67	1,135.05	60	
Tecumseh	3	2,111.35	1,100.00	240.00	178.00	2.48	.....	1,420.48	690.87	67	
Total	.....	74,063.88	24,350.00	9,814.52	2,716.63	135.89	6,110.42	43,127.46	30,936.42	58	

OREGON.											
Albany	3	6,722.87	1,900.00	240.00	250.00	15.20	.....	2,405.20	4,317.67	36	
Ashland	3	3,650.20	1,500.00	100.00	254.00	.56	.....	1,854.56	1,795.64	51	
Astoria	2	10,991.17	2,300.00	1,896.00	.....	24.70	3,418.48	7,634.18	3,356.99	69	In Government building.
Baker City	3	8,293.23	1,900.00	500.00	460.00	10.08	.....	2,870.08	5,423.15	35	
Corvallis	3	4,518.16	1,600.00	75.00	331.00	5.28	.....	2,011.28	2,506.88	45	
Dallas	3	2,103.32	1,000.00	180.00	196.00	2.00	.....	1,378.00	725.32	66	
Eugene	3	7,076.09	1,600.00	200.00	240.00	22.64	.....	2,062.64	5,013.45	29	
Forestgrove	3	2,335.07	1,100.00	200.00	196.00	2.88	.....	1,498.88	836.19	64	
Grants Pass	3	3,946.13	1,500.00	200.00	204.00	3.36	.....	1,907.36	2,038.77	48	
Heppner	3	2,817.97	1,200.00	300.00	220.00	.96	.....	1,720.96	1,[illegible]7.01	61	
Hillsboro	3	1,971.13	1,000.00	150.00	196.00	1.44	.....	1,347.44	623.69	68	
Independence	3	1,828.72	1,000.00	49.98	150.75	1.52	.....	1,202.25	626.47	66	
Lagrande	3	4,432.06	1,500.00	200.00	301.15	4.08	.....	2,005.23	2,426.83	45	
McMinnville	3	3,566.13	1,500.00	60.00	294.00	2.88	.....	1,856.88	1,709.25	52	
Marshfield	3	3,025.09	1,400.00	100.00	230.00	1.28	.....	1,731.28	1,293.81	57	
Medford	3	3,228.24	1,400.00	100.00	252.00	3.04	.....	1,755.04	1,473.20	54	
Newberg	3	1,616.12	1,000.00	.....	161.90	1.68	.....	1,163.58	452.54	72	
Oregon City	3	7,014.16	1,600.00	150.00	296.00	5.60	.....	2,051.60	4,962.56	29	
Pendleton	3	6,549.43	1,900.00	400.00	460.00	6.56	.....	2,766.56	3,782.87	42	
Portland	1	150,777.67	3,500.00	28,491.09	700.00	1,101.14	40,978.72	74,770.95	76,006.72	50	Do.
Roseburg	3	4,816.60	1,600.00	500.00	331.00	5.36	.....	2,436.36	2,380.24	51	
Salem	2	16,509.21	2,500.00	2,600.00	410.18	178.15	3,508.86	9,197.19	7,312.02	56	
The Dalles	2	8,049.00	2,000.00	1,000.00	541.79	29.08	.....	3,570.87	4,478.13	44	
Union	3	2,281.75	1,200.00	150.00	198.00	2.08	.....	1,550.08	731.67	68	
Total	.....	268,119.52	38,700.00	37,842.07	6,873.77	1,431.55	47,901.06	132,748.45	135,371.07	50	
PENNSYLVANIA.											
Allegheny	1	113,580.80	3,400.00	18,912.92	2,500.00	2,079.76	40,050.31	66,942.99	46,637.81	59	
Allentown	1	42,828.56	3,100.00	6,630.00	2,300.00	308.64	11,658.64	23,997.28	18,831.28	56	
Altoona	2	37,865.79	2,900.00	5,044.00	1,400.00	334.48	13,165.16	22,843.64	14,522.15	61	
Ambler	3	9,793.34	1,700.00	600.00	305.22	17.20	.....	2,622.42	7,170.92	27	
Annville	3	2,440.14	1,200.00	.....	180.00	4.32	.....	1,384.32	1,055.82	57	
Apollo	3	5,635.61	1,800.00	150.00	308.20	24.48	.....	2,282.68	3,352.93	41	
Ardmore	3	5,170.78	1,700.00	.....	300.00	33.20	.....	2,033.20	3,137.58	39	
Ashland	3	5,942.03	1,800.00	60.00	333.00	24.40	.....	2,267.40	3,674.63	38	
Athens	3	5,201.14	1,700.00	100.00	342.90	12.56	.....	2,155.46	3,045.68	41	
Austin	3	3,309.75	1,500.00	.....	304.00	5.44	.....	1,809.44	1,500.31	55	
Bangor	3	4,227.31	1,600.00	.....	256.00	10.48	.....	1,866.48	2,360.83	44	
Beaver	3	4,490.24	1,600.00	.....	303.96	36.88	.....	1,940.84	2,549.40	43	
Beaver Falls	2	14,639.81	2,400.00	2,100.00	514.75	100.97	4,379.67	9,495.39	5,144.42	65	
Bedford	3	5,436.87	1,700.00	300.00	258.00	20.24	.....	2,278.24	3,158.63	42	
Bellefonte	2	9,918.52	2,200.00	1,500.00	490.00	27.20	3,516.10	7,733.30	2,185.22	77	
Belle Vernon	3	2,678.31	1,300.00	.....	200.00	12.40	.....	1,512.40	1,165.91	56	
Bellwood	3	2,282.15	1,100.00	200.00	196.00	7.76	.....	1,503.76	778.39	66	
Bennett	3	2,495.19	1,100.00	.....	172.10	25.36	.....	1,297.46	1,197.73	52	
Berwick	3	5,080.79	1,600.00	150.00	296.00	17.44	.....	2,063.44	3,017.35	41	
Berwyn	3	3,185.47	1,100.00	.....	150.50	10.96	.....	1,261.46	1,924.01	40	
Bethlehem	2	17,143.47	2,500.00	2,024.00	891.62	134.99	5,251.94	10,802.55	6,340.92	63	
Birdsboro	3	2,267.50	1,100.00	.....	153.82	7.52	.....	1,261.34	1,006.16	56	

No. 10.—*Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1897*—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
PENNSYLVANIA—cont'd.											
Blairsville	3	$4,489.57	$1,600.00	$150.00	$251.21	$19.92		$2,021.13	$2,468.44	45	
Bloomsburg	2	10,845.15	2,300.00	1,500.00	600.00	60.90		4,460.90	6,384.25	41	
Blossburg	3	2,687.26	1,300.00	200.00	236.91	6.24		1,743.15	944.11	65	
Boyerstown	3	2,120.89	1,100.00	60.00	173.36	6.00		1,339.36	781.53	63	
Braddock	2	11,728.18	2,400.00	1,952.00	800.00	131.79	$3,502.68	8,786.47	2,941.71	75	
Bradford	2	27,907.57	2,700.00	3,900.00	1,037.50	174.24	6,048.55	13,860.29	14,047.28	50	
Bridgeport	3	1,988.03	1,000.00		94.50	7.76		1,102.26	885.77	55	
Bristol	3	7,064.20	1,900.00	250.00	260.00	30.40		2,440.40	4,623.80	35	
Brockwayville	3	2,036.51	1,100.00	100.00	134.28	4.56		1,338.84	697.67	66	
Brookville	3	6,218.67	1,800.00	600.00	326.50	23.44		2,749.94	3,468.73	44	
Brownsville	3	3,196.97	1,500.00		235.09	25.04		1,760.04	1,436.93	55	
Bryn Mawr	2	11,143.95	2,000.00	700.00	300.00	114.24		3,114.24	8,029.71	28	
Butler	2	16,310.78	2,400.00	2,000.00	637.50	100.84	4,331.00	9,469.34	6,841.44	58	
California	3	2,750.58	1,200.00		143.65	8.72		1,352.37	1,398.21	49	
Cambridgeboro	3	4,155.81	1,500.00	100.00	198.50	20.32		1,818.82	2,336.99	44	
Canonsburg	3	4,003.30	1,500.00		225.00	21.28		1,746.28	2,257.02	44	
Canton	3	3,664.41	1,500.60	200.00	231.85	7.61		1,939.46	1,724.95	53	Mail bags, 25 cents.
Carbondale	2	11,988.46	2,300.00	1,764.16	750.00	58.67	3,315.95	8,188.78	3,799.68	68	
Carlisle	2	15,873.69	2,400.00	2,200.00	450.00	96.87	4,397.49	9,544.36	6,329.33	60	
Carnegie	3	5,437.11	1,700.00		460.00	42.96		2,202.96	3,234.15	41	
Catasauqua	3	5,078.46	1,700.00	80.00	358.00	16.72		2,104.72	2,973.74	41	
Catawissa	3	2,426.66	1,100.00	200.00	130.50	6.80		1,437.30	989.36	59	
Chambersburg	2	15,364.86	2,400.00	1,900.00	700.00	58.02	4,326.42	9,384.44	5,980.42	61	
Charleroi	3	4,756.62	1,700.00	25.00	297.66	13.03		2,035.69	2,720.93	43	Mail bags, 15 cents.
Chester	2	25,258.59	2,700.00	3,500.00	306.27	164.01	9,707.46	16,377.74	8,880.85	65	In Government building.
Chicora	3	2,332.59	1,100.00	80.00	128.80	5.44		1,264.24	1,068.35	54	
Clarion	3	5,674.33	1,800.00	450.00	360.00	15.36		2,625.36	3,048.96	46	
Clearfield	2	8,290.49	2,000.00	900.00	320.00	24.88		3,244.88	5,045.61	39	
Coatesville	2	8,680.66	2,000.00	900.00	550.00	53.87		3,503.87	5,176.79	40	
Columbia	2	12,817.65	2,300.00	1,600.00	390.00	47.95	3,969.09	8,307.04	4,510.61	65	
Columbus	3	916.78	750.00		40.50	1.28		791.78	125.00	87	Presidential, Oct. 1, 1896.
Conneautville	3	2,376.22	1,200.00	200.00	198.00	3.76		1,601.76	774.46	67	
Connellsville	2	10,765.43	2,000.00	1,000.00	495.00	73.53		3,568.53	7,196.90	33	
Conshohocken	3	7,346.62	1,800.00	300.00	238.45	25.52		2,363.97	4,982.65	32	
Corry	2	11,425.06	2,300.00	1,700.00	460.13	67.40	3,527.34	8,054.86	3,370.20	71	
Coudersport	3	5,020.15	1,600.00	250.00	331.00	7.13		2,188.13	2,832.02	44	
Curwensville	3	3,384.12	1,400.00	300.00	277.00	6.72		1,983.72	1,700.40	54	
Danville	2	9,625.25	2,100.00	900.00	590.00	40.89	2,623.33	6,254.27	3,370.98	65	
Darby	3	2,919.68	1,100.00		152.99	19.82		1,272.91	1,645.77	44	
Derry Station	3	2,155.72	1,100.00		100.80	12.00		1,208.80	858.12	60	
Downingtown	3	3,255.60	1,300.00	200.00	175.00	11.68		1,686.68	1,569.01	52	

...estown	3	7,132.54	1,900.00	600.00	255.00	80.40	....	2,785.40	4,347.14	39	
...ds	2	11,785.54	2,200.00	1,600.00	600.00	47.54	2,088.11	6,535.65	5,190.89	56	
...bar	3	1,034.04	500.00	....	38.00	4.16	....	542.16	491.88	52	Presidential, Jan. 1, 1897.
Duncannon	3	2,561.23	1,100.00	249.96	108.00	8.08	....	1,466.04	1,095.19	57	
...more	3	3,290.91	1,300.00	....	216.56	17.76	....	1,534.32	1,756.59	47	
...uesne	3	4,592.08	1,500.00	....	325.00	28.80	....	1,853.80	2,738.28	40	
Dushore	3	2,042.47	1,100.00	180.00	174.36	3.20	....	1,457.56	584.91	71	
East Brady	3	2,285.50	1,100.00	....	109.00	6.56	....	1,215.56	1,069.94	53	
East Downingtown	3	2,677.27	1,100.00	....	179.50	5.68	....	1,285.18	1,392.09	48	
Easton	2	38,070.05	3,000.00	5,035.01	2,205.00	349.09	12,384.50	23,007.13	15,063.92	61	
East Stroudsburg	3	3,917.68	1,500.00	70.00	195.00	10.72	....	1,775.72	2,141.96	45	
Ebensburg	3	3,082.32	1,400.00	60.00	224.00	14.40	....	1,698.40	1,384.92	55	
Edinboro	3	3,007.83	1,300.00	....	169.25	2.88	....	1,472.13	1,535.70	49	
Eldred	3	2,300.37	1,200.00	....	123.00	2.80	....	1,325.80	1,018.57	56	
Elizabethtown	3	3,017.57	1,200.00	....	113.00	8.88	....	1,321.88	1,695.69	45	
Elkland	3	2,324.48	1,100.00	....	106.00	2.88	....	1,208.88	1,024.60	55	
Ellwood City	3	5,462.42	1,700.00	....	258.00	15.12	....	1,973.12	3,489.30	36	
Emlenton	3	3,466.72	1,400.00	200.00	83.00	7.44	....	1,690.44	1,776.28	49	
Emporium	3	3,670.25	1,500.00	200.00	290.00	10.24	....	2,000.24	1,670.01	54	
Ephrata	3	3,266.43	1,400.00	200.00	211.00	8.32	....	1,819.32	1,447.11	56	
Erie	1	76,559.34	3,200.00	12,632.88	....	605.30	20,240.30	38,681.54	37,875.80	51	In Government building.
Etna	3	1,020.83	500.00	....	17.50	8.56	....	526.06	494.77	52	Presidential, Jan. 1, 1897.
Evans City	3	2,417.64	1,000.00	....	107.00	3.84	....	1,110.84	1,306.80	46	
Everett	3	3,084.09	1,500.00	200.00	218.08	7.00	....	1,925.07	1,057.42	54	Mail bags, 25 cents.
Forest City	3	2,677.09	1,200.00	....	201.00	3.08	....	1,404.08	1,273.01	52	
Fort Washington	3	2,129.11	1,100.00	....	40.00	6.00	....	1,146.00	983.11	54	
Franklin	2	17,202.04	2,500.00	2,148.00	600.00	106.35	3,504.69	8,860.04	8,341.00	52	
Freeland	3	3,618.06	1,400.00	....	150.00	13.04	....	1,563.04	2,055.02	43	
Freeport	3	2,675.43	1,400.00	....	138.00	14.72	....	1,552.72	1,422.71	52	
Galeton	3	1,651.09	600.00	20.00	55.70	....	....	675.70	975.94	41	Presidential, Jan. 1, 1897.
Gallitzin	3	2,155.44	1,100.00	20.00	100.00	8.24	....	1,294.24	861.20	61	
Gettysburg	3	7,861.02	1,900.00	800.00	300.80	24.80	....	3,011.60	4,820.36	39	
Girardville	3	2,180.70	1,100.00	....	190.50	14.56	....	1,305.06	875.64	60	
Greencastle	3	2,031.08	1,300.00	80.00	237.35	8.80	....	1,626.15	1,005.83	62	
Greensburg	2	15,830.20	2,500.00	2,000.00	870.00	116.03	4,496.43	9,982.96	5,847.30	63	
Greenville	2	9,130.41	2,000.00	900.00	320.00	40.18	....	3,260.18	5,870.21	36	
Grove City	3	4,809.55	1,600.00	16.00	210.00	9.76	....	1,835.76	3,025.79	38	
Hamburg	3	2,754.14	1,400.00	80.00	100.00	10.28	....	1,601.28	1,062.86	61	
Hanover	2	8,000.04	2,000.00	1,000.00	310.52	40.28	....	3,350.80	5,240.74	39	
Harrisburg	1	122,709.25	3,300.00	14,157.01	....	801.04	18,034.27	36,892.32	85,816.93	30	In Government building.
Hastings	3	1,918.20	1,100.00	200.00	176.03	2.80	....	1,479.43	408.83	76	
Haverford	2	9,430.55	2,200.00	500.00	277.00	50.22	....	3,028.12	6,302.43	32	
Hawley	3	2,297.17	1,100.00	....	102.50	4.32	....	1,206.32	1,030.85	55	
Hazleton	2	19,446.00	2,500.00	2,000.00	1,200.00	86.28	5,005.15	11,041.43	8,104.57	58	
Hollidaysburg	3	5,041.59	1,700.00	100.00	270.50	21.60	....	2,142.10	2,899.49	42	
Homestead	3	7,313.21	1,900.00	....	315.75	98.48	....	2,314.23	4,998.98	32	
Honesdale	2	9,477.10	2,000.00	1,200.00	440.00	30.70	....	3,670.70	5,767.36	39	
Houtzdale	3	2,852.00	1,400.00	....	234.00	5.28	....	1,639.28	1,212.72	57	
Hughesville	3	2,770.53	1,300.00	....	138.00	4.04	....	1,442.04	1,331.89	52	
Hummelstown	3	2,420.50	1,200.00	....	115.00	8.16	....	1,323.16	1,097.34	54	
Huntingdon	2	15,750.90	2,500.00	1,800.00	450.00	62.68	2,620.82	7,438.50	8,312.40	47	
Indiana	2	15,396.22	2,100.00	1,300.00	500.00	55.94	....	3,955.94	6,440.28	38	

No. 10.—*Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1897*—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
PENNSYLVANIA—cont'd.											
Irwin	3	$6,179.80	$1,700.00	$50.00	$258.00	$26.64		$2,134.64	$4,045.16	35	
Jeannette	3	5,638.76	1,800.00		360.00	38.48		2,198.48	3,440.28	39	
Jenkintown	3	7,496.85	1,900.00		300.00	29.84		2,229.84	5,267.01	30	
Jermyn	3	1,536.03	750.00		92.65	4.80		847.45	688.58	55	Presidential, Oct. 1, 1896.
Jersey Shore	3	4,089.56	1,500.00		214.00	11.52		1,725.52	2,364.04	42	
Johnsonburg	3	3,941.68	1,400.00		249.00	11.04		1,660.04	2,281.64	42	
Johnstown	2	28,956.57	2,700.00	3,041.06	900.00	191.32	$10,709.59	17,541.97	11,414.60	61	
Kane	3	8,261.55	1,900.00	150.00	400.00	23.20		2,473.20	5,788.35	30	
Kennett Square	3	5,111.24	1,600.00	150.00	306.00	7.36		2,063.36	3,047.88	40	
Kingston	3	3,489.76	1,500.00	200.00	253.50	18.40		1,971.90	1,517.86	57	
Kittanning	2	10,019.76	2,000.00	900.00	456.05	69.24		3,425.29	6,594.47	34	
Kutztown	3	3,109.56	1,400.00	200.00	198.00	4.24		1,802.24	1,307.32	58	
Lancaster	1	62,376.44	3,200.00	9,336.32		594.57	12,996.77	26,127.66	36,248.78	42	In Government building.
Lansdale	3	4,697.39	1,600.00	300.00	195.55	19 44		2,114.99	2,582.40	45	
Lansdowne	3	4,193.57	1,600.00		284.04	31.20		1,915.24	2,278.33	46	
Lansford	3	2,976.27	1,300.00		147.00	7.60		1,454.60	1,521.67	49	
Latrobe	3	7,901.34	1,900.00	300.00	350.00	37.92		2,587.92	4,413.42	37	
Lebanon	2	19,562.62	2,600.00	2,700.00	900.00	77.74	7,023.57	13,301.31	6,261.31	68	
Leechburg	3	3,979.15	1,500.00	60.00	204.00	16.00		1,780.00	2,199.15	45	
Lehighton	3	3,932.36	1,500.00	100.00	290.00	14.48		1,904.48	2,027.88	48	
Lewisburg	2	8,925.83	2,100.00	1,100.00	360.00	45.12		3,605.12	5,320.71	40	
Lewistown	3	7,416.79	1,900.00	331.00	456.45	26.80		2,714.25	4,702.54	37	
Libonia	3	7,978.93	1,800.00		121.05	48		1,921.53	6,057.40	24	
Lititz	3	2,563.65	1,100.00	150.00	120.00	4.72		1,374.72	1,188.93	54	
Littlestown	3	2,040.80	1,000.00		163.90	4.00		1,167.90	872.90	57	
Lockhaven	2	14,099.47	2,400.00	2,000.00	773.05	105.14	8,518.43	8,796.62	5,302.85	62	
Luzerne	3	2,714.73	1,200.00	50.00	158.98	4.40		1,413.38	1,301.35	52	
Lykens	3	2,293.04	1,100.00		148.85	6.00		1,254.85	1,038.19	55	
McDonald	3	4,232.03	1,500.00	45.00	252.00	18.48		1,815.48	2,416.55	43	
McKeesport	2	23,191.69	2,600.00	3,668.00	825.41	219.06	9,692.26	17,004.73	6,186.96	73	
McKees Rock	3	2,837.50	1,200.00		144.12	32.32		1,376.44	1,461.06	48	
Mahanoy City	2	9,659.93	2,100.00	1,400.00	416.36	29.74	3,499.22	7,445.32	2,214.61	77	
Manheim	3	2,640.40	1,200.00	200.00	175.00	7.12		1,582.12	1,058.28	60	
Mansfield	3	4,496.53	1,500.00	200.00	286.46	7.52		1,993.98	2,502.55	44	
Marietta	3	3,986.47	1,500.00	200.00	240.23	15.76		1,955.99	1,030.48	49	
Marionville	3	2,604.52	1,100.00		110.00	2.32		1,212.32	1,482.20	45	
Mauch Chunk	3	7,607.53	1,900.00	225.00	343.00	24.80		2,492.80	5,114.73	33	
Meadville	2	26,133.32	2,700.00	3,966.73	1,200.00	121.73	5,262.36	13,250.82	12,882.50	51	
Mechanicsburg	2	8,357.58	2,000.00	1,200.00	400.00	37.44		3,637.44	4,720.14	44	
Media	2	10,428.66	2,100.00	1,600.00	625.00	61.42	2,830.40	7,016.82	3,411.84	67	
Mercer	3	5,010.42	1,700.00	400.00	240.00	16.96		2,356.96	2,653.46	47	

								[illegible]	1,106.48	59	
			[illegible]	[illegible]	[illegible]	5.20	....	1,554.30	1,111.22	58	
Milford	3	3,168.85	1,100.00	150.00	72.60	11.52	....	1,834.12	820.23	62	
Millersburg	3	3,162.08	1,400.00	100.00	168.40	9.04	....	1,672.44	1,480.64	53	
Millersville	3	1,569.45	1,000.00	120.00	72.00	5.44	....	1,197.44	372.01	76	
Milton	2	10,707.87	2,300.00	1,500.00	600.00	84.56	....	4,434.56	6,363.81	41	
Minersville	3	3,852.97	1,500.00	200.00	252.14	10.64	....	1,962.78	1,800.19	51	
Monongahela	3	4,535.27	1,700.00	150.00	341.50	81.68	....	2,223.18	2,312.09	49	
Montgomery	3	2,175.11	1,100.00	....	165.50	8.76	....	1,209.26	905.85	58	
Montoursville	3	1,649.34	750.00	22.50	87.50	1.52	....	801.52	787.82	52	Presidential, Oct. 1, 1896.
Montrose	3	5,210.64	1,700.00	400.00	283.00	12.88	....	2,395.88	2,814.76	46	
Mount Carmel	2	7,990.40	2,000.00	1,000.00	416.00	40.80	....	3,456.80	4,542.60	43	
Mount Jewett	3	1,565.00	825.00	80.00	132.75	1.44	....	980.19	575.81	63	Do.
Mount Joy	3	3,006.76	1,300.00	....	140.08	10.80	....	1,450.88	1,555.88	48	
Mount Pleasant	3	5,172.70	1,700.00	100.00	272.57	17.68	....	2,090.25	3,082.45	41	
Muncy	3	3,916.56	1,500.00	....	248.18	7.84	....	1,756.02	1,160.54	45	
Myerstown	3	2,327.92	1,100.00	....	106.00	5.28	....	1,301.28	1,026.64	56	
Nanticoke	3	4,749.83	1,600.00	200.00	331.00	12.88	....	2,143.88	2,605.95	45	
Natrona	3	2,038.38	1,000.00	....	65.50	8.64	....	1,074.14	964.24	53	
Nazareth	3	2,620.79	1,200.00	22.50	166.00	7.84	....	1,396.34	1,224.45	53	
New Bethlehem	3	2,404.46	1,100.00	200.00	154.00	6.00	....	1,460.00	944.46	61	
New Bloomfield	3	1,907.13	1,000.00	....	104.88	2.56	....	1,107.44	799.69	58	
New Brighton	2	8,204.33	2,000.00	700.00	290.00	64.76	....	3,054.76	5,149.57	37	
Newcastle	2	23,072.86	2,600.00	2,800.00	866.72	182.36	7,787.69	14,236.77	8,836.09	62	
New Kensington	3	5,204.76	1,700.00	....	116.25	32.40	....	1,848.65	3,356.11	36	
Newport	3	3,580.81	1,400.00	150.00	119.81	8.24	....	1,678.05	1,902.76	47	
Newtown	3	3,380.74	1,500.00	150.00	200.00	10.32	....	1,860.32	1,520.42	55	
Newville	3	2,882.30	1,300.00	300.00	109.58	5.20	....	1,714.78	1,167.52	60	
New Wilmington	3	1,086.18	500.00	....	58.50	2.24	....	560.74	525.44	52	Presidential, Jan. 1, 1897.
Norristown	2	23,438.36	2,600.00	3,100.00	1,000.00	157.71	7,022.66	13,880.37	9,557.99	59	
North Clarendon	3	2,334.80	1,100.00	40.00	161.00	3.20	....	1,304.20	1,030.60	56	
Northeast	3	6,112.09	1,800.00	200.00	287.68	9.36	....	2,297.04	3,815.05	38	
Northumberland	3	2,811.92	1,200.00	....	107.05	11.84	....	1,408.89	1,403.03	50	
North Wales	3	3,444.90	1,400.00	....	110.00	6.64	....	1,516.64	1,928.26	44	
Oil City	2	30,766.43	2,700.00	4,300.00	1,350.00	142.36	5,424.46	13,916.83	16,849.61	45	
Olyphant	3	3,426.04	1,400.00	200.00	232.00	9.44	....	1,841.44	1,585.20	54	
Orwigsburg	3	2,808.03	1,500.00	....	143.20	3.92	....	1,647.12	1,160.91	59	
Osceola Mills	3	2,905.38	1,400.00	240.00	240.00	4.73	....	1,884.73	1,020.65	68	Mail bags, 25 cents.
Oxford	3	4,756.83	1,600.00	250.00	235.00	13.28	....	2,098.28	2,658.55	44	
Parkers Landing	3	3,325.16	1,400.00	....	128.00	14.08	....	1,542.08	1,783.08	46	
[illegible]esburg	3	3,562.77	1,400.00	100.00	144.85	9.76	....	1,654.61	1,908.16	46	
[illegible]n	3	2,896.69	1,100.00	....	165.85	4.08	....	1,269.93	1,626.76	44	
[illegible]ville	3	1,112.29	500.00	....	58.00	2.72	....	560.72	551.57	50	Presidential, Jan. 1, 1897.
[illegible]Argyl	3	2,097.53	1,000.00	....	174.00	6.16	....	1,180.16	917.37	56	
[illegible]delphia	1	2,800,401.19	6,000.00	573,193.61	40,375.15	85,604.35	820,554.34	1,475,727.45	1,330,673.74	53	In Government building.
[illegible]sburg	2	10,124.90	2,000.00	1,090.98	400.00	21.89	....	3,521.87	6,603.03	35	
[illegible]xville	2	10,530.26	2,100.00	1,300.00	600.00	73.08	....	4,073.08	6,457.18	39	
[illegible]tsburg	1	720,313.83	6,000.00	132,521.89	8,200.00	10,518.87	160,395.17	812,635.93	416,677.90	43	Do.
Pittston	2	17,170.59	2,400.00	2,372.00	758.35	106.10	6,342.28	11,978.73	5,191.86	70	

No. 10.—*Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1897*—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
PENNSYLVANIA—cont'd.											
Plymouth	3	$6,319.13	$1,800.00	$60.00	$363.75	$17.92		$2,241.67	$4,077.46	35	
Port Allegany	3	3,110.39	1,400.00	150.00	175.00	6.08		1,731.08	1,379.31	56	
Pottstown	2	15,030.74	2,400.00	2,096.00	800.00	95.69	$4,376.93	9,768.62	5,262.12	65	
Pottsville	2	27,868.86	2,700.00	3,500.00	950.00	130.82	8,754.53	16,035.35	11,833.51	58	
Punxsutawney	3	5,998.24	1,700.00	400.00	358.00	17.68		2,475.68	3,522.56	41	
Quakertown	3	2,016.70	1,000.00	150.00	129.75	6.80		1,286.55	730.15	64	
Reading	1	84,731.52	3,300.00	13,120.00		709.10	29,130.18	46,259.28	38,472.24	55	In Government building.
Renovo	3	4,764.84	1,600.00		831.00	16.40		1,947.40	2,817.44	41	
Reynoldsville	3	3,929.36	1,500.00		260.00	9.84		1,769.84	2,159.52	45	
Richland Center	3	2,206.74	1,000.00	50.00	122.57	6.56		1,179.13	1,027.61	53	
Ridgway	2	8,397.21	2,100.00	367.23	475.00	23.26		2,965.49	5,431.72	35	
Rochester	3	6,529.37	1,800.00	140.00	240.32	42.88		2,223.20	4,306.17	34	
Royersford	3	7,063.29	1,800.00		266.00	12.80		2,078.80	4,984.49	29	
Saint Marys	3	3,791.51	1,400.00		187.25	9.28		1,596.53	2,194.98	42	
Saltsburg	3	3,872.77	1,400.00		123.49	8.64		1,532.13	2,340.64	40	
Sayre	3	4,912.27	1,600.00	100.00	254.00	14.48		1,968.48	2,943.79	40	
Schuylkill Haven	3	2,825.26	1,300.00		188.00	9.60		1,497.60	1,327.66	53	
Scottdale	3	5,876.92	1,800.00		360.00	27.28		2,187.28	3,689.64	37	
Scranton	1	122,593.58	3,300.00	15,048.00		767.11	35,505.68	54,620.79	67,972.79	45	Do.
Selinsgrove	3	2,946.10	1,300.00	287.50	180.00	7.52		1,775.02	1,171.08	60	
Sewickley	3	5,691.04	1,700.00		180.95	64.80		1,945.75	3,745.29	34	
Shamokin	2	15,031.81	2,400.00	2,087.98	551.25	83.75	5,294.73	10,417.71	5,214.10	67	
Sharon	2	11,268.44	2,300.00	1,500.00	600.00	57.26	3,506.24	7,963.50	3,304.94	71	
Sharpsburg	3	4,525.11	1,600.00		256.00	45.36		1,901.36	2,623.75	42	
Sharpsville	3	2,459.75	1,300.00		142.20	9.36		1,451.56	1,008.19	59	
Sheffield	3	2,772.58	1,400.00	60.00	232.00	3.52		1,695.52	1,077.06	61	
Shenandoah	2	9,958.61	2,100.00	1,100.00	600.00	12.00	4,312.05	8,124.05	1,834.56	82	
Shippensburg	3	6,936.02	1,900.00	600.00	259.50	17.76		2,777.26	4,158.76	40	
Slatington	3	5,472.06	1,700.00		234.00	13.92		1,947.92	3,524.14	36	
Slipperyrock	3	1,214.21	500.00	10.00	32.00	3.60		545.60	668.61	45	Presidential, Jan., 1897.
Smethport	3	3,185.11	1,400.00		200.00	8.08		1,608.08	1,577.03	50	
Somerset	3	5,023.81	1,600.00	200.00	227.00	13.84		2,040.84	2,982.97	41	
South Bethlehem	2	17,050.97	2,500.00	2,172.00	648.51	81.60	5,027.18	10,429.29	6,621.68	61	
Spring City	3	3,164.59	1,400.00		201.40	7.20		1,608.60	1,555.99	51	
State College	3	3,921.96	1,500.00	22.50	124.75	5.36		1,652.61	2,269.35	42	
Steelton	2	8,079.49	2,000.00	1,000.00	495.00	45.04		3,540.04	4,539.45	44	
Stroudsburg	3	5,732.21	1,800.00	200.00	175.27	23.44		2,198.71	3,533.50	38	
Sunbury	2	10,144.98	2,100.00	1,390.00	439.20	65.06		3,994.26	6,150.72	39	
Susquehanna	3	5,174.84	1,700.00	400.00	358.00	14.16		2,472.16	2,702.68	48	
Swarthmore	3	2,807.98	1,800.00		178.00	17.20		1,495.20	1,312.78	53	

Tamaqua	3	5,354.06	1,700.00	120.00	294.00	19.92		2,133.92	3,220.14	40	
Tarentum	3	4,621.80	1,800.00		205.00	30.88		2,035.88	2,585.92	44	
Thurlow	3	3,072.12	1,500.00		250.00	26.80		1,776.80	1,295.32	58	
Tidioute	3	4,525.48	1,600.00	200.00	261.50	7.04		2,068.54	2,456.89	46	
Titusville	2	17,097.06	2,500.00	2,700.00	750.00	80.46	4,376.71	10,407.17	6,689.89	61	
Towanda	2	10,917.44	2,300.00	1,500.00	500.00	32.38	2,652.80	6,985.18	3,932.26	64	
Troy	3	3,854.82	1,500.00	200.00	204.00	4.64		2,008.64	1,846.18	52	
Tunkhannock	3	4,557.05	1,600.00	200.00	240.60	10.16		2,050.76	2,506.29	45	
Turtlecreek	3	543.61	250.00		48.50	3.12		296.62	246.99	55	Presidential, Apr. 1, 1897.
Tyrone	2	23,390.17	2,400.00	2,453.89	750.00	125.27	2,350.87	8,080.03	15,310.14	35	
Union City	3	8,039.91	1,700.00	200.00	301.75	13.68		2,215.43	5,824.48	28	
Uniontown	2	12,171.75	2,300.00	1,700.00	500.00	84.41	3,498.40	8,082.81	4,088.94	66	
Verona	3	1,591.70	750.00		83.25	10.56		843.81	747.89	53	Presidential, Oct. 1, 1896.
Warren	2	28,977.02	2,700.00	3,200.00	1,000.00	4.67	4,224.34	11,129.01	17,848.01	38	
Washington	2	19,725.78	2,500.00	2,700.00	700.00	169.52	5,254.26	11,323.78	8,402.00	57	
Watsontown	3	3,222.74	1,400.00	200.00	200.00	10.40		1,810.40	1,412.34	56	
Wayne	3	6,452.38	1,700.00		298.00	48.40		2,046.40	4,405.98	32	
Waynesboro	2	10,813.87	2,100.00	1,100.00	500.00	19.90		3,719.90	7,093.97	34	
Waynesburg	3	4,880.79	1,700.00	500.00	258.00	18.08		2,476.08	2,404.71	51	
Weatherly	3	2,055.97	1,100.00		177.00	6.80		1,283.80	772.17	62	
Wellsboro	3	7,179.01	1,800.00	300.00	360.00	14.32		2,474.32	4,704.69	34	
West Chester	2	24,603.01	2,600.00	3,500.00	1,050.00	122.92	3,498.45	10,771.37	13,831.64	44	
Westfield	3	2,129.85	1,100.00	200.00	196.00	5.04		1,501.04	628.81	70	
Westgrove	2	10,804.08	2,100.00	1,300.00	220.00	7.01		3,627.01	7,177.07	34	
West Newton	3	4,119.08	1,500.00	40.00	224.00	19.36		1,783.36	2,335.72	43	
Whitehaven	3	2,597.19	1,200.00	30.00	166.00	5.60		1,401.60	1,195.59	54	
Wilkesbarre	1	61,916.17	3,200.00	9,106.67	1,863.20	581.90	19,080.80	33,832.57	28,083.60	55	
Williamsport	1	51,958.36	3,100.00	8,096.00		560.27	13,628.77	25,385.04	26,573.32	49	In Government building.
Williamstown	3	1,610.30	825.00		131.09	3.84		959.93	650.37	60	Presidential, Oct. 1, 1896.
Wilmerding	3	6,579.90	1,700.00		227.50	21.52		1,949.02	4,630.88	30	
Wrightsville	3	2,829.56	1,300.00		194.00	10.24		1,504.24	1,325.32	53	
York	1	44,488.29	3,100.00	6,865.34		429.34	10,388.60	20,783.28	23,705.01	47	In Government building.
Total		6,116,588.83	469,400.00	972,649.14	145,370.85	62,077.02	1,422,676.23	3,072,173.24	3,044,415.59	50	
RHODE ISLAND.											
Bristol	3	8,568.50	1,900.00			58.00		1,958.00	6,610.50	23	In Government building.
Central Falls	2	7,852.76	2,100.00	1,100.00	280.00	39.85	5,067.89	8,587.74		109	Deficit, $734.98.
East Greenwich	3	5,714.54	1,700.00		275.00	31.52		2,006.52	3,708.02	35	
East Providence	3	4,305.50	1,700.00		298.00	41.20		2,039.20	2,266.30	47	
Lonsdale	3	2,710.66	1,100.00		93.90	9.28		1,203.18	1,507.48	44	
Narragansett Pier	3	5,404.41	1,700.00	240.00	358.00	70.24		2,368.24	3,036.17	44	
Newport	1	43,412.83	3,000.00	6,632.97		534.28	12,030.40	22,197.65	21,215.18	51	In Government building.
Olneyville	2	10,835.50	2,300.00	1,300.83	844.90	78.54		4,524.27	6,311.23	42	
Pascoag	3	2,146.22	1,100.00		146.00	9.52		1,255.52	890.70	59	
Pawtucket	1	49,049.39	3,000.00	6,600.00	2,050.00	430.86	12,671.57	24,752.43	24,296.96	50	
Providence	1	321,606.84	3,700.00	44,195.66		3,501.38	71,983.88	123,380.42	198,226.22	38	Do.
River Point	3	1,939.43	1,000.00		174.00	6.88		1,180.88	758.55	61	
Wakefield	3	2,927.79	1,300.00	100.00	200.00	10.56		1,610.56	1,317.23	55	
Warren	3	3,814.38	1,500.00		294.00	19.28		1,813.28	2,001.10	48	

SOUTH DAKOTA.											
Aberdeen	2	14,056.65	2,400.00	2,100.00	698.20	17.12	2,628.92	7,839.24	6,217.41	56	
Armour	3	2,933.67	1,400.00	200.00	220.00	1.36		1,821.36	1,112.31	62	
Bereaford	3	2,411.13	1,100.00		194.00	1.28		1,295.28	1,115.85	54	
Britton	3	1,929.15	1,100.00	100.00	164.00	.08		1,364.08	565.07	71	
Brookings	3	4,645.19	1,500.00	40.00	296.00	3.60		1,839.60	2,805.59	40	
Canton	3	3,716.36	1,400.00	100.00	279.00	2.24		1,781.24	1,935.12	48	
Centerville	3	2,798.11	1,300.00	20.00	190.00	.88		1,510.88	1,287.23	54	
Chamberlain	3	2,317.83	1,200.00	200.00	223.00	2.40		1,625.40	692.43	70	
Custer	3	1,944.23	1,000.00		174.00	.24		1,174.24	769.99	60	
Deadwood	2	10,460.07	2,000.00	1,250.00	558.06	16.70		3,824.76	6,635.31	37	
Dell Rapids	3	2,934.17	1,200.00		194.00	1.12		1,395.12	1,539.05	48	
Desmet	3	1,996.10	1,000.00		185.25	.72		1,185.97	810.13	59	
Elkpoint	3	2,637.59	1,200.00	150.00	223.00	2.96		1,575.96	1,061.63	60	
Eureka	3	2,351.73	1,200.00	175.00	223.00	2.08		1,600.08	751.65	68	
Flandreau	3	2,757.35	1,200.00	50.00	210.05	2.08		1,462.13	1,295.22	53	
Groton	3	1,648.40	825.00	112.50	147.00	.40		1,084.90	563.50	66	Presidential, Oct. 1 1898.
Hot Springs	3	3,618.00	1,600.00		284.00	2.64		1,886.64	1,731.36	52	
Howard	3	1,562.69	750.00		97.00	.80		847.80	714.89	54	Do.
Huron	3	6,527.51	1,800.00	500.00	260.00	7.20		2,567.20	3,960.31	39	
Ipswich	3	1,811.15	1,100.00		128.92	.72		1,229.64	581.51	68	
Lead	3	6,747.60	1,700.00	101.65	200.24	5.44		2,007.33	4,740.27	30	
Madison	3	5,813.25	1,700.00	200.00	298.00	4.64		2,202.64	3,610.61	38	
Millbank	3	3,559.76	1,400.00	200.00	151.00	1.68		1,752.68	1,807.08	49	
Miller	3	2,105.83	1,100.00	250.00	166.00	.24		1,516.24	589.59	72	
Mitchell	2	7,614.49	2,200.00	1,500.00	380.00	6.80	1,750.19	5,836.99	1,777.50	77	
Parker	3	2,797.39	1,300.00	100.00	250.00	1.28		1,651.28	1,146.11	59	
Pierre	2	6,242.07	2,000.00	1,000.00	340.00	14.64		3,354.64	2,887.43	54	
Plankinton	3	2,129.92	1,100.00	80.00	196.00	1.76		1,377.76	752.16	65	
Rapid City	3	4,728.90	1,700.00	600.00	238.00	3.28		2,541.28	2,187.62	54	
Redfield	3	3,169.98	1,400.00	200.00	174.00	3.76		1,777.76	1,392.22	56	
Scotland	3	2,888.33	1,400.00	150.00	232.00	1.76		1,783.76	1,104.57	62	
Sioux Falls	2	24,884.50	2,700.00	3,800.00		75.07	6,160.13	12,735.20	12,149.30	51	In Government building.
Spearfish	3	2,145.26	1,100.00	100.00	175.00			1,375.00	770.26	64	
Sturgis	3	2,639.27	1,200.00	80.00	223.00	1.36		1,504.36	1,134.91	57	
Tyndall	3	2,111.28	1,000.00		164.00	2.24		1,166.24	945.04	55	
Vermillion	3	4,422.18	1,600.00	250.00	329.70	5.68		2,185.38	2,236.80	49	
Watertown	2	9,353.58	2,000.00	900.00	500.00	13.25		3,413.25	5,940.33	36	
Webster	3	3,207.83	1,400.00	80.00	277.00	1.84		1,758.84	1,448.99	55	
Woonsocket	3	2,147.79	1,100.00	200.00	196.00	1.44		1,497.44	650.35	70	
Yankton	2	9,122.65	2,100.00	1,700.00	600.00	28.56	2,624.07	7,052.63	2,070.02	77	
Total	.....	182,888.94	57,475.00	16,489.15	10,038.42	241.34	13,158.31	97,402.22	85,486.72	53	
TENNESSEE.											
Athens	3	3,308.37	1,400.00	300.00	201.95	10.88		1,912.83	1,395.54	58	
Bristol	2	12,258.67	2,400.00	1,900.00	600.00	44.08	2,645.65	7,589.73	4,668.94	62	
Brownsville	3	3,775.80	1,500.00	300.00	92.75	7.37		1,900.12	1,875.68	50	Mail bags, 25 cents.
Chattanooga	1	79,791.54	3,200.00	13,738.00		454.81	16,369.79	33,762.60	46,028.94	42	In Government building.
Clarksville	2	12,013.47	2,300.00	1,800.00	400.00	39.03	3,499.83	8,038.86	3,974.61	67	Mail bags, 15 cents.

No. 10.—*Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1897*—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
TENNESSEE—continued.											
Cleveland	3	$4,470.96	$1,600.00	$350.00	$269.00	$13.44		$2,232.44	$2,238.52	50	
Columbia	2	9,495.90	2,100.00	1,200.00	420.00	24.52		3,744.52	5,751.38	39	
Covington	3	3,112.70	1,300.00	200.00	146.25	4.48		1,650.73	1,461.97	53	
Dayton	3	2,137.42	1,100.00	200.00	94.10	7.04		1,401.14	736.28	66	
Dickson	3	2,040.13	1,100.00	60.00	145.00	2.48		1,307.48	732.65	64	
Dyersburg	3	4,494.90	1,500.00	200.00	286.00	8.40		1,994.40	2,500.50	44	
Fayetteville	3	3,606.39	1,400.00	300.00	252.00	5.28		1,957.28	1,649.11	54	
Franklin	3	4,429.73	1,500.00	200.00	212.00	11.37		1,923.37	2,506.36	43	Mail bags, 25 cents.
Gallatin	3	4,216.65	1,500.00	300.00	279.00	9.68		2,088.68	2,127.97	50	
Greeneville	3	6,094.43	1,700.00	200.00	360.00	9.12		2,269.12	3,825.31	37	
Harriman	3	4,152.29	1,600.00	300.00	236.00	8.56		2,144.56	2,007.73	52	
Humboldt	3	3,622.48	1,400.00	.....	172.70	7.60		1,580.30	2,042.18	44	
Huntingdon	3	2,298.26	1,100.00	200.00	160.00	2.49		1,462.49	835.77	64	Do.
Jackson	2	14,083.81	2,300.00	1,800.00	.....	71.09	$4,383.79	8,554.88	5,528.93	61	In Government building.
Jellico	3	1,142.07	550.00	150.00	84.66	2.00		786.66	355.41	69	Presidential, Jan. 1, 1897.
Johnson City	3	4,477.86	1,600.00	450.00	254.35	12.48		2,316.83	2,161.03	52	
Jonesboro	3	2,270.68	1,100.00	400.00	165.80	5.12		1,670.92	599.76	74	
Knoxville	1	65,224.93	3,200.00	11,940.00	.....	448.55	14,301.17	29,889.72	35,335.21	46	In Government building.
Lebanon	3	3,970.23	1,500.00	480.00	204.00	10.48		2,194.48	1,775.75	55	
Lewisburg	3	2,207.42	1,100.00	150.00	165.00	4.00		1,419.00	788.42	64	
McKenzie	3	3,211.27	1,300.00	150.00	189.00	2.88		1,641.88	1,589.39	51	
McMinnville	3	3,648.30	1,500.00	300.00	134.99	4.72		1,939.71	1,708.59	53	
Martin	3	2,780.27	1,300.00	100.00	129.35	4.00		1,533.35	1,246.92	55	
Maryville	3	2,363.75	1,200.00	200.00	188.75	5.58		1,594.33	769.42	67	Mail bags, 70 cents.
Memphis	1	179,052.03	3,500.00	26,948.00	.....	891.31	82,628.25	63,967.56	115,084.47	36	In Government building.
Milan	3	2,245.41	1,100.00	150.00	188.19	2.48		1,440.67	804.74	64	
Morristown	3	4,674.89	1,700.00	450.00	331.25	15.84		2,497.09	2,177.80	53	
Murfreesboro	3	6,474.94	1,800.00	400.00	251.18	17.12		2,468.30	4,006.64	38	
Nashville	1	194,448.87	3,500.00	30,744.77	.....	1,578.68	34,346.96	70,170.41	124,278.46	36	Do.
Paris	3	3,793.48	1,500.00	250.00	248.00	6.40		2,004.40	1,789.08	53	
Pulaski	3	4,816.40	1,600.00	350.00	262.75	8.96		2,221.71	2,594.69	46	
Ripley	3	1,279.42	550.00	60.00	58.25	1.12		669.37	610.05	52	Presidential, Jan. 1, 1897.
Rogersville	3	2,048.78	1,100.00	400.00	161.62	3.76		1,665.38	383.40	81	
St. Elmo	2	7,628.08	2,300.00	400.00	136.15	16.80		2,852.95	4,775.13	37	
Sewanee	3	2,585.95	1,300.00	.....	132.00	8.56		1,440.56	1,145.39	56	
Shelbyville	3	3,794.17	1,500.00	400.00	253.24	8.24		2,161.48	1,632.69	57	
South Pittsburg	3	2,492.81	1,200.00	.....	200.35	5.84		1,406.19	1,086.62	56	
Springfield	3	2,829.30	1,200.00	200.00	184.79	4.64		1,589.43	1,239.87	56	
Sweetwater	3	3,273.12	1,400.00	200.00	182.24	5.12		1,787.36	1,485.76	55	
Tennessee City	3	126.31	1,000.00	40.00	120.00	.....	.....	1,160.00	.....	918	Deficit, $1,033.69.
Trenton	3	3,296.19	1,400.00	150.00	201.00	6.64		1,757.64	1,537.55	53	

Tullahoma	3	3,850.66	1,600.00	200.00	247.05	10.80	.....	2,057.85	1,792.81	53	
Union City	3	6,533.69	1,900.00	60.00	268.00	15.28	.....	2,143.28	4,390.41	33	
Winchester	3	3,895.11	1,400.00	.....	171.00	7.60	.....	1,578.60	2,316.51	41	
Totals	.....	709,859.29	78,800.00	99,270.77	9,439.71	3,856.72	108,175.44	299,542.64	410,316.65	42	
TEXAS.											
Abilene	3	6,457.69	1,800.00	300.00	52.50	9.84	.....	2,162.34	4,295.35	33	
Albany	3	2,201.62	1,100.00	20.00	105.00	1.04	.....	1,226.04	975.58	56	
Alvarado	3	2,549.84	1,400.00	200.00	217.00	2.48	.....	1,819.48	730.36	71	
Alvin	3	2,811.28	1,300.00	.....	227.00	1.84	.....	1,528.84	1,282.44	54	
Amarillo	3	3,275.05	1,400.00	200.00	252.00	.88	.....	1,852.88	1,422.17	57	
Athens	3	2,175.73	1,000.00	250.00	164.00	3.68	.....	1,417.68	758.05	65	
Atlanta	3	2,194.12	1,300.00	200.00	151.90	2.65	.....	1,654.55	539.57	75	Mail bags, 25 cents.
Austin	1	47,812.05	3,100.00	9,300.00	.....	346.78	9,340.51	22,587.29	25,224.76	47	In Government building.
Baird	3	2,335.39	1,100.00	200.00	153.55	1.60	.....	1,455.15	880.24	62	
Ballinger	3	2,303.27	1,200.00	200.00	215.70	1.36	.....	1,617.06	686.21	70	
Bartlett	3	2,493.03	1,100.00	40.00	117.65	1.20	.....	1,258.85	1,234.18	50	
Bastrop	3	2,603.43	1,300.00	300.00	377.10	9.36	.....	1,986.46	616.97	76	
Beaumont	2	9,751.59	2,000.00	699.26	434.18	42.81	.....	3,176.25	6,575.34	33	
Beeville	3	4,269.67	1,500.00	180.00	20.20	5.92	.....	1,706.12	2,563.55	40	
Bellville	3	2,092.18	1,000.00	200.00	130.85	2.24	.....	1,333.09	759.09	64	
Belton	3	6,468.89	1,900.00	700.00	380.00	15.60	.....	2,975.60	3,493.29	46	
Bigspring	3	2,653.35	1,100.00	163.25	85.00	1.20	.....	1,349.45	1,303.90	51	
Bonham	3	6,057.46	1,900.00	250.00	41.50	14.64	.....	2,206.14	4,451.32	33	
Bowie	3	4,093.49	1,700.00	300.00	358.00	7.68	.....	2,365.68	1,727.81	58	
Brenham	2	7,876.05	2,000.00	1,400.00	700.00	15.91	.....	4,115.91	3,760.14	52	
Brownsville	3	4,007.74	1,500.00	200.00	.....	2.16	.....	1,702.16	2,305.58	42	Do.
Brownwood	3	7,041.08	1,800.00	300.00	216.00	12.24	.....	2,328.24	4,712.84	33	
Bryan	3	6,203.74	1,800.00	200.00	230.75	11.20	.....	2,241.95	3,961.79	36	
Caldwell	3	2,395.75	1,200.00	100.00	103.00	2.32	.....	1,405.32	990.43	59	
Calvert	3	4,741.59	1,600.00	200.00	259.75	8.80	.....	2,068.55	2,673.04	44	
Cameron	3	4,665.34	1,600.00	400.00	160.00	7.04	.....	2,167.04	2,498.30	46	
Cisco	3	2,386.94	1,200.00	400.00	128.40	2.88	.....	1,741.28	645.66	73	
Clarksville	3	4,060.85	1,600.00	300.00	313.75	6.56	.....	2,220.31	1,840.54	55	
Cleburne	2	8,487.23	2,000.00	1,100.00	419.00	29.23	.....	3,548.23	4,939.00	42	
Coleman	3	2,697.44	1,200.00	150.00	171.00	1.60	.....	1,524.60	1,172.84	57	
Colorado	3	3,108.26	1,400.00	200.00	55.00	3.92	.....	1,658.92	1,449.34	53	
Columbus	3	3,229.52	1,400.00	300.00	143.30	9.36	.....	1,852.66	1,376.86	57	
Comanche	3	3,515.54	1,500.00	100.00	263.83	5.20	.....	1,869.03	1,646.51	53	
Commerce	3	2,386.79	1,100.00	.....	122.10	2.64	.....	1,224.74	1,162.05	51	
Corpus Christi	3	5,584.63	1,700.00	200.00	298.00	11.12	.....	2,209.12	3,375.51	40	
Corsicana	2	10,828.16	2,300.00	1,800.00	1.00	42.24	2,833.70	7,076.94	3,751.22	65	
Crockett	3	3,078.28	1,400.00	200.00	218.25	2.96	.....	1,821.21	1,257.07	59	
Cuero	3	6,270.72	1,800.00	100.00	360.00	17.52	.....	2,277.52	3,993.20	36	
Dallas	1	142,449.58	3,400.00	23,590.59	300.00	640.74	22,222.65	50,153.98	92,295.60	35	Do.
Decatur	3	3,570.03	1,500.00	350.00	174.00	4.12	.....	2,028.12	1,541.91	57	
Del Rio	3	2,148.49	1,000.00	.....	161.50	1.52	.....	1,163.02	985.47	54	
Denison	2	16,932.62	2,500.00	2,900.00	600.00	228.53	4,432.34	10,660.87	6,271.75	63	
Denton	3	7,056.60	1,900.00	80.00	357.50	11.84	.....	2,349.34	4,707.26	33	
Dublin	3	4,257.04	1,600.00	200.00	289.00	8.08	.....	2,097.08	2,159.96	49	

No. 10—*Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1897*—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
TEXAS—continued.											
Eagle Pass	3	$3,704.12	$1,500.00	$480.00	$265.50	$4.24		$2,249.74	$1,454.38	61	
El Paso	2	19,767.70	2,500.00	4,116.30		53.62	$3,504.65	10,174.57	9,593.13	51	In Government building.
Ennis	2	7,374.23	2,000.00	900.00	252.00	28.32		3,180.32	4,193.91	43	
Farmersville	3	2,574.58	1,200.00	150.00	159.75	1.76		1,511.51	1,063.07	59	
Flatonia	3	2,572.78	1,300.00	200.60	190.00	2.80		1,692.80	879.98	66	
Forney	3	2,336.76	1,000.00		103.50	1.20		1,104.70	1,232.06	47	
Fort Worth	1	58,591.40	3,200.00	11,030.00	395.05	548.23	11,288.03	26,461.91	32,129.49	45	Do.
Gainesville	2	11,998.72	2,300.00	2,000.00	600.00	33.28	3,505.99	8,439.27	3,559.45	70	
Galveston	1	79,596.41	3,300.00	12,133.71		620.23	12,865.73	28,919.67	50,676.74	36	Do.
Gatesville	3	3,441.57	1,500.00	300.00	292.00	5.12		2,097.12	1,344.45	61	
Georgetown	3	5,680.51	1,700.00	400.00	304.99	7.04		2,412.03	3,268.48	42	
Giddings	3	2,177.97	1,100.00	40.00	155.00	3.22		1,298.22	879.75	60	Mail bags, 10 cents.
Gonzales	3	4,233.92	1,500.00	250.00	277.00	5.76		2,032.76	2,201.16	48	
Graham	3	2,004.81	1,000.00	200.00	158.75	.40		1,359.15	645.66	68	
Granbury	3	2,332.05	1,200.00	150.00	217.00	3.28		1,570.28	761.77	67	
Greenville	2	10,050.99	2,200.00	1,400.00	1.00	29.92		3,630.92	6,420.07	36	
Groesbeck	3	2,754.68	1,300.00	80.00	181.85	.80		1,562.65	1,192.03	57	
Hallettsville	3	3,164.46	1,300.00	120.00	162.00	5.92		1,587.92	1,576.54	50	
Hamilton	3	1,934.24	1,000.00	200.00	166.00	1.70		1,367.70	566.54	71	Mail bags, 50 cents.
Hearne	3	3,166.35	1,400.00	248.88	176.46	6.80		1,832.14	1,334.21	58	
Hempstead	3	2,841.91	1,200.00	150.00	169.55	4.48		1,524.03	1,317.88	54	
Henderson	3	2,517.56	1,200.00	450.00	150.00	2.16		1,802.16	715.40	72	
Henrietta	3	3,129.94	1,400.00	400.00	283.00	5.04		2,088.04	1,041.90	67	
Hico	3	2,573.74	1,300.00	200.00	223.00	1.36		1,724.36	849.38	67	
Hillsboro	2	10,056.47	2,200.00	1,200.00	1.00	19.60		3,420.60	6,635.87	34	
Honeygrove	3	4,557.40	1,600.00	300.00	330.94	6.80		2,237.74	2,319.66	49	
Houston	1	85,122.99	3,300.00	13,810.41		535.59	15,127.66	32,773.66	52,349.33	39	
Hubbard	3	2,609.03	1,300.00		136.45	2.64		1,439.09	1,169.94	55	
Huntsville	3	5,903.45	1,900.00	250.00	410.00	6.80		2,566.80	3,336.65	43	
Itasca	3	2,717.42	1,400.00		214.25	2.00		1,616.25	1,101.17	59	
Jacksonville	3	2,216.80	1,100.00	40.00	110.05	2.32		1,252.37	964.43	57	Do.
Jefferson	3	3,050.34	1,500.00	300.00		7.04		1,807.04	1,243.30	59	
Kaufman	3	2,961.67	1,400.00	150.00	215.92	4.88		1,770.80	1,190.87	60	
Kerrville	3	2,403.01	1,200.00	200.00	86.00	2.88		1,488.88	914.13	62	
Ladonia	3	3,061.10	1,300.00	163.77	188.98	4.40		1,657.15	1,403.95	54	
Lagrange	3	4,322.72	1,600.00	150.00	240.00	11.04		2,001.04	2,321.68	46	
Lampasas	3	3,574.59	1,500.00	250.00	298.00	3.60		2,051.60	1,522.99	57	Presidential, Oct. 1, 1896.
Lancaster	3	1,380.61	750.00		45.75	.80		796.55	584.06	58	Mail bags, 80 cents.
Laredo	2	8,629.77	2,000.00	1,300.00	470.85	49.18	2,638.57	6,458.60	2,171.17	75	
Llano	3	2,149.94	1,200.00	200.00	217.40	3.60		1,621.00	528.94	75	
Lockhart	3	3,383.03	1,400.00	40.00	195.00	5.36		1,640.36	1,722.67	49	

Longview	3	3,918.07	1,500.00	299.17	253.85	9.44		2,062.46		1,855.61	53				
Lulling	3	2,608.51	1,300.00	250.00	214.00	5.12		1,769.72		1,038.79	63				
McGregor	3	2,496.88	1,300.00	200.00	106.35	4.32		1,611.17		885.71	65				
McKinney	3	7,553.31	1,900.00	800.00	340.10	13.20		2,573.20		4,880.11	84				
Marlin	3	4,432.78	1,600.00	40.00	288.00	7.20		1,935.20		2,487.58	44				
Marshall	2	9,509.84	2,200.00	1,500.00	120.00	20.92	2,075.17	5,916.00		3,593.75	62	Presidential, Jan. 1, 1897.			
Meridian	3	1,936.21	1,000.00		83.25	1.68		1,036.93		899.28	54				
Mexia	3	5,501.41	1,700.00	350.00	356.00	6.96		2,412.56		3,088.85	44				
Midland	3	2,129.20	1,100.00		125.05	2.00		1,227.05		902.15	58				
Mineola	3	3,347.47	1,200.00		222.90	4.24		1,727.24		620.23	74				
Mineralwells	3	2,429.70	1,200.00		177.85	.16		1,538.01		891.69	63				
Mount Pleasant	3	1,113.38	550.00		44.35	1.60		720.95		392.43	65				
Nacogdoches	3	3,558.12	1,400.00		254.40	2.24		1,886.64		1,669.48	53				
Navasota	3	5,091.21	1,600.00		229.75	11.04		2,140.79		2,950.42	42				
New Braunfels	3	3,857.10	1,500.00		234.00	4.56		1,888.56		1,968.54	49				
Orange	3	4,473.31	1,600.00		221.80	9.52		1,881.32		2,491.99	44				
Palestine	2	10,468.23	2,200.00	1,600.00	399.15	23.52		4,222.67		6,245.56	40	In Government building			
Paris	2	14,586.33	2,400.00	2,800.00		67.04	4,525.88	9,292.92		5,293.41	64				
Pilotpoint	3	2,481.35	1,100.00		165.45	2.72		1,268.17		1,213.18	51				
Pittsburg	3	2,639.41	1,300.00		171.75	3.68		1,475.43		1,163.98	55				
Plano	3	2,760.68	1,300.00		206.80	4.08		1,630.88		1,129.80	59				
Quanah	3	2,643.11	1,200.00		223.00	2.56		1,525.56		1,017.55	60				
Rockdale	3	3,530.34	1,600.00		232.00			1,548.34		1,982.00	56				
Rockport	3	1,873.68	1,000.00		160.00	2.96		1,812.96		560.72	70				
Rusk	3	2,450.52	1,200.00		172.50	3.28		1,375.78		1,074.74	56				
San Angelo	3	5,473.65	1,700.00		353.00	5.84		2,358.84		3,114.81	43	Do.			
San Antonio	1	75,900.46	3,200.00	12,841.39		602.56	18,889.06	24,963.01		40,917.45	45				
San Marcos	3	4,735.17	1,700.00		333.00	8.72		2,291.72		2,443.45	48				
Seguin	3	3,439.04	1,400.00		117.25	8.72		1,675.97		1,763.07	49				
Seymour	3	2,344.04	1,100.00		126.50	.88		1,527.68		816.36	65				
Sherman	2	19,044.09	2,600.00	3,000.00	583.39	19.90	4,632.24	10,835.53		8,208.56	57				
Smithville	3	3,116.94	1,400.00	30.00	215.00	5.84		1,650.84		1,466.10	53				
Stephenville	3	3,138.93	1,400.00	250.00	197.00	5.28		1,852.28		1,286.65	59				
Sulphur Springs	3	4,270.45	1,600.00	159.99	267.10	10.08		2,057.17		2,213.28	44				
Taylor	3	7,029.48	1,900.00	600.00	60.00	11.84		2,571.84		4,457.64	37				
Temple	2	12,722.12	2,400.00	2,000.00	421.50	38.16	2,075.77	6,935.43		5,786.69	55				
Terrell	3	7,319.60	1,800.00	200.00	224.25	14.24		2,248.49		5,071.11	81				
Tyler	2	12,250.75	2,400.00	2,000.00		88.79	3,503.57	7,942.36		4,308.39	65	Do.			
Uvalde	3	2,217.51	1,000.00	200.00	158.60	1.84		1,360.44		857.07	61				
Van Alstyne	3	3,103.74	1,400.00	150.00	145.25	1.36		1,696.61		1,407.13	55				
Velasco	3	2,057.54	1,100.00	250.00	187.50	2.32		1,539.82		517.72	75				
Vernon	3	3,182.45	1,400.00	450.00	277.00	4.72		2,131.72		1,050.73	67				
Victoria	3	7,496.57	1,800.00	120.00	831.00	15.52		2,266.52		5,230.05	30				
Waco	1	46,932.71	3,100.00	8,300.00		162.71	8,316.44	19,899.15		27,033.56	43	Do.			
Waxahachie	2	9,460.10	2,100.00	1,000.00		30.56		3,130.56		6,329.54	33				
Weatherford	2	9,501.53	2,100.00	1,500.00		18.44		4,048.34		5,452.13	54				
Weimar	3	2,202.04	1,100.00		430.90	3.44		1,407.44		794.60	64				
Wharton	3	3,409.94	1,200.00		154.00	5.84		1,538.74		1,871.20	45				
Whiteboro	3	2,835.04	1,200.00		182.90	1.84		1,666.84		1,168.20	71				
Whitewright	3	3,204.88	1,400.00		165.00	2.48		1,735.19		1,469.69	56				
Wichita Falls	3	5,130.70	1,700.00		61.00	7.68		2,018.68		3,112.02	39				
Willspoint	3	2,560.86	1,200.00		196.50	2.16		1,498.66		1,062.20	59				

North Bennington	3	2,349.53	1,100.00		69.00	5.04		1,174.04	1,175.49	50	
Northfield	3	3,869.00	1,500.00		184.00	7.52		1,691.52	2,177.48	44	
Poultney	3	3,690.40	1,500.00	200.00	252.00	6.40		1,958.40	1,732.00	53	
Proctor	3	4,504.62	1,500.00		200.00	2.48		1,702.48	2,802.14	38	
Randolph	3	4,733.79	1,600.00	200.00	408.00	5.68		2,213.68	2,520.11	47	
Richford	3	2,409.25	1,200.00	100.00	148.00	2.72		1,450.72	958.53	60	
Rutland	2	28,264.30	2,800.00	4,389.01	430.00	253.02	7,757.04	15,629.07	12,635.23	55	Do.
St. Albans	2	15,358.35	2,400.00	2,224.00	480.00	42.56	3,497.83	8 644.39	6,713.96	56	
St. Johnsbury	2	13,978.40	2,400.00	1,718.00	785.00	72.20	3,842.19	8,817.39	5,161.01	63	
Saxtons River	3	2,839.72	1,400.00	150.00	136.00	3.92		1,689.92	1,149.80	60	
Springfield	3	4,859.02	1,700.00	300.00	250.00	8.48		2,258.48	2,600.54	46	
Swanton	3	3,576.85	1,500.00	150.00	294.00	6.00		1,950.00	1,626.85	55	
Vergennes	3	4,354.30	1,600.00	50.00	211.00	5.36		1,866.36	2,487.94	43	
Waterbury	3	5,354.25	1,700.00	80.00	358.00	4.24		2,142.24	3,212.01	40	
West Rutland	3	2,355.77	1,100.00	30.00	130.00	7.04		1,267.04	1,088.73	54	
Whiteriver Junction	3	5,672.22	1,700.00	200.00	350.00	14.48		2,264.48	3,407.74	40	
Wilmington	3	1,560.70	750.00		48.00	1.52		799.52	761.18	51	Presidential, Oct. 1, 1896.
Windsor	3	4,518.03	1,600.00	250.00		11.36		1,861.36	2,656.67	41	
Winooski	3	3,189.85	1,400.00		209.82	4.48		1,614.30	1,575.55	51	
Woodstock	3	4,997.27	1,700.00	300.00	281.00	9.84		2,290.84	2,706.43	46	
Total		356,871.88	70,550.00	29,835.84	11,453.24	1,031.62	36,175.38	149,046.08	207,825.80	42	
VIRGINIA.											
Abingdon	3	3,612.49	1,500.00	300.00		16.71		1,816.71	1,795.78	50	Mail bags, 15 cents. In Government building.
Alexandria	2	19,857.02	2,500.00	2,748.00		220.72	5,302.44	10,771.16	9,085.86	54	In Government building.
Ashland	3	2,560.58	1,200.00	150.00	220.00	10.40		1,580.40	980.18	62	
Bedford City	3	5,463.72	1,800.00	279.89	460.00	11.68		2,551.57	2,912.15	47	
Berkley	3	3,212.30	1,400.00		172.00	19.04		1,591.04	1,621.26	50	
Berryville	3	2,566.09	1,200.00	100.00	211.50	6.32		1,517.82	1,048.27	59	
Bigstone Gap	3	1,908.97	1,200.00	200.00	207.50	2.32		1,609.82	299.15	84	
Buena Vista	3	2,543.83	1,200.00		223.00	7.28		1,430.28	1,113.55	56	
Cape Charles	3	2,298.56	1,100.00	300.00	98.83	2.64		1,501.47	797.09	65	
Charlottesville	2	16,514.09	2,500.00	2,500.00	1,180.29	258.61	4,392.77	10,831.67	5,682.42	66	
Chatham	3	2,149.73	1,100.00	150.00	160.00	4.48		1,414.48	735.25	66	
Christiansburg	3	2,511.97	1,200.00	200.00	140.00	8.96		1,548.96	963.01	62	
Clifton Forge	3	4,401.09	1,600.00	60.00	256.00	10.40		1,926.40	2,474.69	44	
Covington	3	3,168.98	1,300.00	150.00	228.00	10.80		1,688.80	1,480.18	53	
Culpeper	3	3,971.49	1,500.00	300.00	187.05	15.21		2,002.26	1,969.23	50	Mail bags, 25 cents.
Danville	2	20,947.40	2,600.00	3,225.92		92.72	5,443.79	11,362.43	9,584.97	54	In Government building.
East Radford	3	2,295.47	1,400.00	300.00	215.50	7.68		1,923.18	282.29	87	
Farmville	3	4,293.58	1,600.00	400.00	246.90	13.84		2,260.74	2,032.84	53	
Fortress Monroe	3	7,750.69	1,800.00	450.00	60.00	71.76		2,381.76	5,368.93	31	Do.
Franklin	3	2,352.45	1,100.00	120.00	164.00	4.48		1,388.48	963.97	59	
Fredericksburg	2	8,502.27	2,100.00	1,200.00	440.00	47.64		3,787.64	4,714.63	45	
Front Royal	3	3,154.49	1,400.00	150.00	252.00	8.72		1,810.72	1,343.77	57	
Gordonsville	3	2,243.03	1,200.00	90.00	183.00	4.48		1,477.48	765.55	66	
Hampton	2	11,223.94	2,100.00	1,200.00	360.00	34.72		3,694.72	7,529.22	33	
Harrisonburg	3	6,258.69	1,800.00	1,000.00		19.92		2,819.92	3,438.77	45	Do.
Leesburg	3	4,262.91	1,600.00	300.00	212.05	12.72		2,124.77	2,138.14	50	

No. 10.—*Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1897*—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
VIRGINIA—continued.											
Lexington	3	$7,026.61	$1,800.00	$500.00	$360.00	$28.80		$2,688.80	$4,337.81	38	
Luray	3	3,355.46	1,500.00	150.00	189.09	7.04		1,846.13	1,509.33	55	
Lynchburg	1	47,344.38	3,100.00	8,741.00		421.16	$6,997.03	19,259.19	28,085.19	41	In Government building.
Manassas	3	1,483.76	750.00	250.00	79.50	4.56		1,084.06	399.70	73	Presidential, Oct. 1, 1896.
Manchester	2	10,011.64	2,100.00	1,500.00	450.00	45.12		4,095.12	5,916.52	41	
Marion	3	3,058.06	1,300.00	240.00	190.00	7.36		1,737.36	1,320.70	57	
Martinsville	3	3,933.40	1,500.00	180.00	228.00	5.12		1,913.12	2,020.28	49	
National Soldiers Home	3	2,413.31	1,100.00	200.00		6.24		1,306.24	1,107.07	54	In Government building
Newport News	2	16,128.08	2,400.00	2,165.56	725.00	75.52		5,366.08	10,762.00	33	
Norfolk	1	94,628.84	3,300.00	14,474.01		581.91	21,171.48	39,527.40	55,101.44	42	Do.
Onancock	3	2,088.17	1,000.00	120.00	76.00	2.32		1,198.32	889.85	57	
Orange	3	1,752.59	825.00	112.50	97.95	4.96		1,040.41	712.18	59	Presidential, Oct. 1, 1896.
Petersburg	2	24,405.32	2,700.00	3,600.00		194.10	7,255.99	13,750.09	10,655.23	56	In Government building.
Pocahontas	3	2,756.38	1,400.00		275.00	8.88		1,683.88	1,072.50	61	
Portsmouth	2	18,869.12	2,500.00	2,535.84	916.00	109.74	5,194.21	11,255.79	7,613.33	60	
Pulaski City	3	4,306.71	1,500.00	80.00	145.00	9.92		1,734.92	2,571.79	40	
Radford	3	1,906.93	1,100.00	150.00	196.00	6.64		1,452.64	454.29	76	
Richmond	1	213,902.29	3,600.00	36,678.92	1,088.24	1,641.23	48,187.58	91,195.97	122,706.32	43	Do.
Roanoke	2	28,646.24	2,700.00	4,800.00	774.28	205.70	5,062.52	13,542.50	15,103.74	47	Do.
Salem	3	5,405.33	1,700.00	50.00	360.00	12.32		2,122.32	3,283.01	39	
Saltsville	3	1,608.75	1,000.00	120.00	100.00	2.25		1,222.25	386.50	76	Mail bags, 25 cents.
Shenandoah	3	3,009.51	1,300.00	30.00	178.50	2.40		1,510.90	1,488.61	50	
Smithfield	3	2,464.76	1,200.00	150.00	148.00	3.12		1,501.12	963.64	61	
South Boston	3	3,529.81	1,500.00	240.00	254.00	6.80		2,000.80	1,529.01	57	
Staunton	2	18,586.52	2,500.00	2,900.00		107.46	4,386.16	9,893.62	8,692.90	53	In Government building.
Suffolk	2	8,175.01	2,000.00	1,000.00	347.00	50.12		3,397.12	4,777.89	42	
Tazewell	3	2,317.21	1,100.00	200.00	84.15	6.16		1,390.31	926.90	60	
Warrepton	3	4,378.38	1,600.00	350.00	262.13	15.20		2,227.33	2,151.05	51	
Waynesboro	3	2,840.05	1,300.00	150.00	165.83	5.84		1,621.67	1,218.38	57	
Westpoint	3	1,593.48	1,000.00	100.00	174.00	3.84		1,277.84	315.64	80	
Williamsburg	3	2,489.47	1,200.00	30.00	118.00	5.44		1,353.44	1,136.03	54	
Winchester	2	10,014.86	2,200.00	1,400.00	539.86	56.16		4,196.02	5,818.84	42	
Woodstock	3	2,548.97	1,200.00	150.00	129.06	5.53		1,484.59	1,064.38	58	Mail bags, 65 cents.
Wytheville	3	4,333.76	1,600.00	350.00	257.00	15.04		2,222.04	2,111.72	51	
Total		711,248.99	99,575.00	99,571.64	14,785.21	4,588.25	113,393.97	331,914.07	379,334.92	47	
WASHINGTON.											
Aberdeen	3	3,156.48	1,400.00		227.25	4.61		1,632.06	1,524.42	52	Mail bags, 25 cents
Ballard	3	1,939.69	1,000.00		33.00	2.16		1,035.16	904.53	53	

Centralia	3	2,837.80	1,400.00	50.00	277.00	3.68		1,730.68	1,107.12	61	
Chehalis	3	3,723.28	1,500.00		217.00	7.92		1,724.92	1,998.36	46	
Cheney	3	1,912.05	1,000.00		147.85	1.20		1,149.05	763.00	60	
Colfax	3	6,988.08	1,900.00	500.00	133.15	4.16		2,537.31	4,450.77	36	
Davenport	3	2,399.92	1,000.00		172.98	.56		1,173.54	1,226.38	49	
Dayton	3	3,485.69	1,500.00	30.00	288.00	2.08		1,820.08	1,665.61	52	
Ellensburg	3	4,929.23	1,600.00		338.25	5.12		1,943.37	2,985.86	39	
Everett	3	6,849.55	1,800.00	225.00	366.00	10.64		2,395.64	4,453.91	35	
Fairhaven	3	3,058.17	1,500.00	50.00	314.00	2.56		1,866.56	1,191.61	61	
Hoquiam	3	2,290.88	1,200.00	200.00	218.00	1.04		1,619.04	671.84	71	
Montesano	3	2,358.92	1,200.00		250.00	4.00		1,454.00	904.92	62	
Mount Vernon	3	2,918.25	1,100.00		209.50	2.32		1,311.82	1,596.43	45	
New Whatcom	2	9,271.66	2,200.00	1,500.00	12.00	.50	3,588.86	7,301.36	1,970.30	79	
North Yakima	3	6,164.40	1,800.00	100.00	290.00	5.13		2,195.13	3,969.27	36	Do.
Oakesdale	3	1,969.09	1,100.00	200.00	196.00	1.20		1,497.20	471.89	76	
Olympia	2	11,903.45	2,000.00	1,766.68	700.00	22.13	2,873.67	7,362.48	4,540.97	62	
Palouse	3	3,134.82	1,300.00		250.00	1.20		1,551.20	1,583.62	49	
Pomeroy	3	2,054.94	1,100.00	250.00	186.00	.73		1,536.73	518.21	75	Do.
Port Angeles	3	2,870.01	1,300.00	250.00	260.00	.96		1,810.96	1,059.05	63	
Port Townsend	3	5,138.50	1,700.00	700.00		13.90		2,413.90	2,724.60	47	In Government building.
Pullman	3	3,727.41	1,500.00	240.00	281.00	3.44		2,024.44	1,702.97	54	
Puyallup	3	2,109.59	1,200.00		200.00	2.56		1,402.56	707.03	67	
Seattle	1	83,108.42	3,300.00	16,758.61	3,000.00	390.07	20,653.64	44,102.32	39,006.10	53	
Snohomish	3	3,160.10	1,500.00		254.00	5.28		1,759.28	1,400.82	56	
Southbend	3	2,334.48	1,200.00		225.00	1.04		1,426.04	908.44	61	
Spokane	1	58,221.12	3,000.00	11,260.53	1,200.00	342.80	11,339.14	27,142.47	31,078.65	47	
Sprague	3	2,442.19	1,500.00	30.00	254.00	1.04		1,785.04	657.15	73	
Tacoma	1	48,866.35	3,100.00	13,000.00	200.00	215.83	19,586.43	36,102.26	12,764.09	74	
Vancouver	3	5,117.55	1,700.00	500.00	345.85	7.76		2,553.61	2,563.94	50	
Walla Walla	2	12,981.91	2,300.00	2,200.00	850.00	1.88	2,626.55	7,978.43	5,003.48	61	
Total		313,413.98	51,900.00	49,810.82	11,889.83	1,069.70	60,668.29	175,338.64	138,075.34	56	
WEST VIRGINIA.											
Alderson	3	1,965.64	1,000.00	200.00	155.00	2.96		1,357.96	607.68	69	
Bluefield	2	9,082.40	2,000.00	1,000.00	425.00	30.00		3,455.00	5,627.40	38	
Buckhannon	3	4,410.51	1,600.00	350.00	281.00	9.60		2,240.60	2,169.91	51	
Charleston	2	28,116.36	2,700.00	4,424.00	300.00	165.65	5,893.39	13,483.04	14,633.32	48	In Government building.
Charlestown	3	5,442.87	1,700.00	150.00	280.00	24.56		2,154.56	3,288.31	40	
Clarksburg	2	9,586.83	2,000.00	1,000.00		58.08		3,058.08	6,528.75	32	Do.
Davis	3	3,491.35	1,400.00	100.00	256.00	15.20		1,771.20	1,720.15	51	
Elkins	3	3,266.61	1,400.00	250.00	260.00	16.64		1,926.64	1,339.97	59	
Fairmont	2	8,666.38	2,000.00	899.99	480.00	56.09		3,436.08	5,230.30	31	
Grafton	3	6,805.61	1,800.00	600.00	410.00	39.44		2,849.44	3,956.17	43	
Harpers Ferry	3	2,012.51	1,000.00	150.00	128.27	22.40		1,300.67	711.84	65	
Hinton	3	4,146.56	1,500.00	500.00	304.00	12.00		2,316.00	1,830.56	56	
Huntington	2	15,068.50	2,400.00	2,475.27	900.00	74.83	4,236.26	10,086.36	4,982.14	67	
Keyser	3	3,478.03	1,400.00	400.00	180.00	17.92		1,997.92	1,480.11	57	
Lewisburg	3	3,258.08	1,200.00	300.00	133.44	4.72		1,638.16	1,619.92	50	
Mannington	3	4,719.17	1,600.00	200.00	267.00	17.61		2,084.61	2,634.56	44	Mail bags, 25 cents.

No. 10.—*Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1897*—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent. expense to gross receipts.	Remarks.
WEST VIRGINIA—cont'd.											
Martinsburg	2	$10,377.15	$2,000.00	$1,400.00	.....	$62.59	.....	$3,462.59	$6 914.56	33	In Government building.
Montgomery	3	2,037.65	1,000.00	.....	$104.12	3.84	.....	1,107.96	929.69	54	
Morgantown	3	7,615.44	1,700.00	250.00	198.00	25.04	.....	2,173.04	5,442.40	29	
Moundsville	3	4,808.12	1,600.00	.....	275.86	20.72	.....	1,896.58	2,911.54	39	
New Cumberland	3	2,620.79	1,300.00	25.00	218.00	8 88	.....	1,551.88	1,068.91	59	
New Martinsville	3	1,743.55	825.00	112.50	74.62	6.96	.....	1,019.08	724.47	58	Presidential, Oct. 1, 1896.
Parkersburg	2	23,574.23	2,600.00	3,600.00	.....	182.48	$5,469.37	11,851.85	14,722.38	45	In Government building.
Piedmont	3	5,201.21	1,600.00	.....	235.00	20.56	.....	1,855.56	3,345.65	36	
Point Pleasant	3	3,138.32	1,400.00	180.00	214.00	11.84	.....	1,805.84	1,332.48	58	
Ravenswood	3	2,066.04	1,100.00	240.00	137.55	6.16	.....	1,483.71	582.33	72	
Romney	3	2,218.07	1,200.00	250.00	188.00	3.92	.....	1,641.92	576.15	74	
Shepherdstown	3	2,142.68	1,000.00	.....	136.00	5.76	.....	1,141.76	1,000.92	53	
Sistersville	2	9,233.68	2,000.00	1,000.00	425.00	68.88	.....	3,493.88	5,739.80	38	
Wellsburg	3	4,026.65	1,500.00	80.00	300.00	14.00	.....	1,894.00	2,132.65	47	
Weston	3	4,771.27	1,600.00	500.00	306.00	16.00	.....	2,422.00	2,349.27	51	
Wheeling	1	78,128.65	3,200.00	11,645.85	.....	786.87	14,551.17	30,183 89	47,944.76	39	Do.
Total	.....	280,220.91	52,325.00	32,282.61	7,571.86	1,812.20	30,150.19.	124,141.86	156,079.05	44	
WISCONSIN.											
Ahnapee	3	1,860.35	1,000.00	.....	121.29	1.20	.....	1,122.49	737.86	60	
Antigo	3	5,451.43	1,700.00	250.00	358.00	6.00	.....	2,314.00	3,137.43	42	
Appleton	2	17,996.14	2,500.00	2,738.86	960.00	50.40	5,934.55	12,183.81	5,812.33	68	
Ashland	2	15,882.67	2,500 00	2,331.11	.....	12.30	5,296.97	10,140.38	5,742.29	64	In Government building.
Augusta	3	2,514.15	1,200.00	.....	144.44	2.40	.....	1,346.84	1,167.31	54	
Baraboo	2	8,744.71	2,000.00	1,100.00	600.00	.....	.....	3,700.00	5,044.71	42	
Barron	3	2,762.38	1,000.00	.....	168.50	2.72	.....	1,171.22	1,591.16	42	
Bayfield	3	2,061.81	1,100.00	.....	195.03	1.84	.....	1,296.87	764.94	63	
Beaverdam	3	6,665.49	1,800.00	.....	410.00	6.40	.....	2,216.40	4,449.09	33	
Beloit	2	14,573.00	2,400.00	1,900.00	940.00	91.40	3,311.89	8,643.29	5,929.71	59	
Berlin	2	8,233.18	2,000.00	1,000.00	402.56	4.89	.....	3,407.45	4,825.73	41	
Black River Falls	3	3,995.63	1,500.00	300.00	289.00	4.24	.....	2,093.24	1,902.39	52	
Boscobel	3	2,721.85	1,300.00	120.00	171.70	2.16	.....	1,593.86	1,127.99	59	
Brodhead	3	3,329.21	1,400.00	150.00	252.00	2.56	.....	1,804.56	1,524.65	54	
Burlington	3	5,166.50	1,600.00	200 00	329.84	5.52	.....	2,135.36	3,031.14	41	
Centralia	3	2,607.79	1,200.00	100.00	168.00	1.76	.....	1,469.76	1,138.03	56	
Chilton	3	2,346.35	1,200.00	150.00	118.17	2.56	.....	1,470.73	875.62	63	
Chippewa Falls	2	10,146.29	2,200.00	1,500.00	775.00	99.47	4,588.72	9,163.19	983.10	90	
Clinton	3	3,247.33	1,400.00	150.00	252.00	3.76	.....	1,805.76	1,441.47	56	
Clintonville	3	2,712.52	1,200.00	.....	217.00	2.56	.....	1,419.56	1,292.96	52	

Cumberland	3	2,187.21	1,100.00	20.00	182.00	2.08	....	1,304.08	883.13	60	
Darlington	3	3,634.91	1,500.00	80.00	294.00	4.40	....	1,878.40	1,756.51	52	
Delavan	3	5,621.15	1,700.00	....	356.00	11.76	....	2,067.76	3,553.39	37	
Dopere	3	4,264.35	1,600.00	40.00	331.00	4.24	....	1,975.24	2,289.11	46	
Dodgeville	3	3,726.66	1,500.00	250.00	275.00	2.16	....	2,027.16	1,699.50	54	
Durand	3	2,428.52	1,200.00	150.00	164.00	.88	....	1,514.88	913.64	62	
Eau Claire	2	24,028.45	2,700.00	3,700.00	1,350.00	123.92	7,001.27	14,875.19	9,153.26	62	
Edgerton	3	3,400.45	1,500.00	250.00	304.00	2.72	....	2,056.72	1,343.73	60	
Elkhorn	3	3,795.90	1,500.00	120.00	200.00	4.16	....	1,824.16	1,971.74	48	
Ellsworth	3	2,088.50	1,000.00	200.00	174.00	2.64	....	1,376.64	711.86	66	
Elroy	3	2,255.68	1,100.00	200.00	144.00	1.84	....	1,445.84	809.84	64	
Evansville	3	4,121.98	1,600.00	50.00	134.00	4.64	....	1,788.64	2,333.34	43	
Fond du Lac	2	19,631.69	2,500.00	2,700.00	908.50	2.00	6,104.67	12,215.17	7,416.52	62	
Fort Atkinson	2	11,122.35	2,300.00	1,400.00	425.00	7.95	....	4,132.95	6,989.40	37	
Foxlake	3	1,917.37	1,000.00	....	173.00	1.52	....	1,174.52	742.85	61	
Grand Rapids	3	3,291.21	1,400.00	150.00	200.00	3.44	....	1,753.44	1,537.77	53	
Greenbay	2	24,153.51	2,500.00	3,351.09	1,616.55	61.85	6,076.34	13,605.83	10,547.68	56	
Hartford	3	2,588.29	1,100.00	....	185.13	1.28	....	1,286.41	1,301.88	50	
Hayward	3	2,329.04	1,200.00	100.00	181.00	1.20	....	1,482.20	846.84	64	
Horicon	3	2,037.12	1,000.00	....	95.00	.88	....	1,095.88	941.24	54	
Hudson	3	4,872.43	1,700.00	200.00	329.75	16.48	....	2,246.23	2,626.20	46	
Hurley	3	3,056.25	1,300.00	200.00	250.00	3.60	....	1,753.60	1,302.65	57	
Iron River	3	1,619.25	1,100.00	....	165.00	1.28	....	1,266.28	352.97	78	
Janesville	2	22,092.65	2,600.00	3,424.00	1,188.55	59.09	6,141.57	13,413.21	8,679.44	61	
Jefferson	3	3,873.06	1,500.00	100.00	254.00	4.88	....	1,858.88	2,014.18	48	
Kaukauna	3	2,962.23	1,400.00	....	277.00	6.48	....	1,683.48	1,278.75	57	
Kenosha	2	15,888.11	2,400.00	1,900.00	698.65	12.24	....	5,010.89	10,877.22	32	
Kewaunee	3	2,453.75	1,100.00	100.00	196.00	1.84	....	1,397.84	1,055.91	57	
Kilbourn	3	3,553.71	1,400.00	150.00	226.92	2.96	....	1,779.88	1,773.83	50	
La Crosse	1	59,937.14	3,200.00	9,284.67	....	345.67	13,426.14	26,256.48	33,680.66	44	Do.
Lake Geneva	3	6,524.01	1,200.00	200.00	300.00	11.52	....	1,711.52	4,812.49	26	
Lakemills	3	2,799.49	1,300.00	....	250.00	3.96	....	1,553.96	1,245.53	56	
Lancaster	3	3,890.97	1,500.00	250.00	283.25	3.20	....	2,036.45	1,854.52	52	
Lodi	3	2,322.55	1,000.00	....	162.32	1.68	....	1,164.00	1,158.55	50	
Madison	1	52,163.80	3,100.00	7,900.00	....	256.35	7,956.42	19,212.77	32,951.03	37	Do.
Manitowoc	2	13,914.58	2,300.00	1,500.00	500.00	27.21	3,505.87	7,833.08	6,081.50	56	
Marinette	2	11,514.63	2,300.00	1,848.00	460.00	18.77	5,253.12	9,879.89	1,634.74	86	
Marshfield	3	6,597.82	1,800.00	800.00	349.00	7.92	....	2,956.92	3,640.90	45	
Mauston	3	3,648.20	1,400.00	....	224.25	3.04	....	1,627.29	2,020.91	45	
Mayville	3	2,084.77	1,000.00	....	113.96	.16	....	1,114.12	970.65	53	
Medford	3	3,224.76	1,400.00	100.00	249.00	2.80	....	1,751.80	1,472.96	54	
Menasha	3	5,915.88	1,800.00	400.00	360.00	11.76	....	2,571.76	3,344.12	43	
Menekaunee	3	1,692.67	1,100.00	....	196.00	.40	....	1,296.40	396.27	77	
Menomonie	3	6,514.59	1,800.00	500.00	410.00	12.48	....	2,722.48	3,792.11	42	
Merrill	2	7,515.11	2,200.00	1,400.00	600.00	10.26	....	4,210.26	3,304.85	56	
Milwaukee	1	520,095.69	5,000.00	77,165.85	2,678.00	2,299.01	125,538.03	212,680.89	307,414.80	41	Do.
Mineralpoint	3	4,062.39	1,500.00	200.00	294.00	2.96	....	1,996.96	2,065.43	49	
Monroe	3	7,385.37	1,900.00	300.00	460.00	10.48	....	2,670.48	4,714.89	36	
Necedah	3	2,022.24	1,000.00	150.00	125.50	1.04	....	1,276.54	745.70	63	
Neenah	2	9,260.73	2,100.00	1,300.00	520.00	19.96	....	3,939.96	5,320.77	43	

No. 10.—*Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1897*—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue	Per cent expense to gross receipts.	Remarks.
WISCONSIN—continued.											
Neillsville	3	$3,976.87	$1,500.00	$250.00	$294.00	$3.52		$2,047.52	$1,929.35	51	
New Lisbon	3	2,250.41	1,100.00	180.00	160.00	1.76		1,441.76	808.65	64	
New London	3	3,748.45	1,500.00	220.00	136.55	4.24		1,860.79	1,887.66	50	
New Richmond	3	4,203.83	1,600.00	100.00	256.00	5.12		1,961.12	2,242.71	47	
Oconomowoc	3	5,112.73	1,700.00	200.00	308.00	11.28		2,219.28	2,893.45	43	
Oconto	3	5,954.94	1,800.00	200.00	240.00	8.32		2,248.32	3,706.62	38	
Omro	3	2,122.18	1,100.00	200.00	160.58	1.60		1,462.18	660.00	69	
Oshkosh	2	40,315.69	2,900.00	4,900.00		150.08	$11,053.77	19,003.85	21,311.84	47	In Government building.
Peshtigo	3	2,011.43	1,000.00		132.00	.72		1,132.72	878.71	56	
Phillips	3	3,388.38	1,500.00		304.00	2.96		1,806.96	1,581.42	53	
Platteville	3	5,266.59	1,700.00	150.00	261.20	5.76		2,116.96	3,149.63	40	
Plymouth	3	3,768.21	1,500.00	20.00	224.00	4.40		1,748.40	2,019.81	46	
Portage	2	7,764.69	2,000.00	1,000.00	376.44	35.77		3,412.21	4,352.48	44	
Port Washington	3	4,378.41	1,600.00		294.00	4.08		1,898.08	2,480.33	43	
Prairie du Chien	3	3,501.67	1,400.00	400.00	221.05	5.52		2,026.57	1,475.10	58	
Racine	1	115,389.86	3,300.00	12,944.55	1,896.90	705.72	15,676.67	34,523.84	80,866.02	30	
Reedsburg	3	4,623.39	1,600.00	80.00	256.00	3.28		1,939.28	2,684.11	42	
Rhinelander	3	6,742.19	1,900.00		360.00	6.48		2,266.48	4,475.71	34	
Rice Lake	3	3,970.72	1,600.00	100.00	306.00	2.32		2,008.32	1,962.40	51	
Richland Center	3	4,191.34	1,500.00	400.00	304.00	3.20		2,207.20	1,984.14	53	
Ripon	3	6,871.79	1,900.00	500.00	410.00	10.48		2,820.48	4,051.31	41	
River Falls	3	4,865.91	1,600.00		331.00	6.24		1,937.24	2,428.67	44	
Sharon	3	2,116.21	1,100.00		125.00	1.92		1,226.92	889.29	58	
Shawano	3	2,580.29	1,300.00	250.00	223.00	2.80		1,775.80	804.49	69	
Sheboygan	2	20,648.99	2,600.00	3,000.00		47.00	7,883.85	13,530.85	7,118.14	66	Do.
Sheboygan Falls	3	3,213.92	1,500.00		173.00	.88		1,673.88	1,540.04	52	
Shell Lake	3	2,136.36	1,000.00	10.00	124.06	1.68		1,135.74	1,000.62	53	
Shullsburg	3	2,198.67	1,100.00		177.85	1.28		1,279.13	919.54	58	
South Kaukauna	3	2,894.30	1,300.00		250.00	4.72		1,554.72	1,339.58	54	
South Milwaukee	3	3,492.31	1,400.00		277.00	3.60		1,680.60	1,811.71	48	
South Superior	3	1,940.80	1,300.00		210.00	1.60		1,511.60	429.20	78	
Sparta	3	7,140.08	1,800.00	450.00	310.00	10.16		2,570.16	4,569.92	36	
Stevens Point	2	9,062.71	2,100.00	1,312.27	480.00	2.75	4,394.76	8,289.78	772.93	91	
Stoughton	3	5,641.44	1,700.00	100.00	358.00	4.40		2,162.40	3,479.04	38	
Sturgeon Bay	3	3,247.08	1,400.00	400.00	277.00	3.04		2,080.04	1,167.04	64	
Superior	3	5,619.78	1,700.00	350.00	291.00	10.40		2,351.40	3,268.38	42	
Tomah	3	3,906.66	1,500.00	250.00	279.00	4.32		2,033.32	1,873.34	52	
Tomahawk	3	2,553.74	1,200.00		233.25	1.36		1,434.61	1,119.13	56	
Two Rivers	3	2,918.93	1,300.00	200.00	125.04	3.44		1,628.48	1,290.45	56	
Viroqua	3	3,749.98	1,400.00	500.00	277.00	3.36		2,180.36	1,569.62	58	
Washburn	3	3,770.36	1,500.00		304.00	5.68		1,809.68	1,960.68	48	

Waterloo	3	2,273.76	1,100.00	.....	196.94	1.92	.....	1,297.86	975.90		57
Watertown	2	10,366.72	2,200.00	1,600.00	687.10	82.73	4,364.40	8,884.23	1,482.49		86
Waukesha	2	12,311.30	2,400.00	1,700.00	900.00	45.94	8,965.43	8,411.36	3,899.94		68
Waupaca	3	5,168.98	1,700.00	200.00	273.00	4.40	.....	2,182.40	2,986.58		42
Waupun	3	5,479.95	1,700.00	40.00	333.00	6.64	.....	2,079.64	3,400.31		38
Wausau	2	12,293.66	2,300.00	1,800.00	700.00	21.76	4,673.24	9,200.00	3,093.66		75
Wauwatosa	2	7,330.23	2,000.00	1,000.00	295.74	19.68	.....	8,315.43	4,014.81		45
Westbend	3	3,038.72	1,200.00	.....	198.80	3.84	.....	1,402.64	1,634.08		46
West Superior	2	25,445.72	2,700.00	3,924.00	780.00	141.09	8,748.08	16,293.12	9,152.60		64
Whitewater	3	8,357.40	1,800.00	200.00	445.00	11.44	.....	2,556.44	5,800.96		31
Wonewoc	3	2,147.06	1,100.00	50.00	144.00	.40	.....	1,294.40	852.66		60
Total	.....	1,482,543.69	206,600.00	173,304.40	43,881.36	5,101.06	290,000.70	688,887.52	793,656.17		46
WYOMING.											
Buffalo	3	1,934.43	1,000.00	400.00	174.00	.....	.....	1,574.00	360.43		81
Casper	3	2,473.75	1,200.00	200.00	198.00	1.86	.....	1,599.36	874.39		65
Cheyenne	2	12,506.35	2,300.00	2,500.00	1,400.00	47.92	4,892.83	10,640.25	1,866.10		85
Evanston	3	4,419.96	1,500.00	90.00	211.50	.....	.....	1,801.50	2,618.46		41
Lander	3	1,874.19	1,000.00	100.00	164.00	2.56	.....	1,266.56	607.63		68
Laramie	2	9,518.31	2,200.00	1,400.00	840.00	12.00	2,625.38	7,077.38	2,440.93		71
Rawlins	3	4,447.99	1,600.00	500.00	306.00	9.04	.....	2,415.04	2,032.95		54
Rock Springs	3	5,438.07	1,700.00	300.00	337.00	3.36	.....	2,340.36	3,097.71		43
Sheridan	3	4,222.53	1,600.00	300.00	256.00	1.44	.....	2,157.44	2,065.09		51
Total	.....	46,835.58	14,100.00	5,790.00	3,886.50	77.68	7,017.71	30,871.89	15,963.69		66

No. 11.—*Statement showing the transactions of the money-order offices of the United States during the year ended June 30, 1897*—Continued.

States and Territories.	Foreign exchange received.	Number certificates of deposit.	Deposits received from postmasters.	Drafts on postmaster at New York, N. Y.	Drafts on assistant treasurer at New York, N. Y.	Transferred from postage fund.
Alabama		14,001	$1,786,160.44	$46,346.00		$16,011.81
Alaska						
Arizona		1,488	247,214.75	28,750.00		5,557.36
Arkansas		3,748	371,717.60	110,125.00		9,413.68
California	$41,162.47	35,277	7,797,081.37	399,166.50		83,647.26
Colorado		12,848	2,240,352.55	86,993.00		18,645.23
Connecticut		9,130	1,063,453.96	193,153.00		11,734.68
Delaware		609	46,484.11	15,855.00		2,655.07
District of Columbia	205.20	7,462	927,839.19	131,835.00		1,010.00
Florida		7,378	789,866.15	84,060.00		8,097.95
Georgia		16,774	1,813,490.60	208,295.00		8,018.28
Idaho		1,835	339,220.09	18,157.00		2,757.19
Illinois		68,780	16,722,016.51	1,212,567.00		111,827.70
Indiana		27,726	3,000,883.82	786,725.00		28,911.55
Indian Territory			1.94	4,530.00		3,146.55
Iowa		44,062	3,975,383.20	436,060.00		52,007.80
Kansas		15,328	1,457,431.75	582,180.00		34,743.82
Kentucky		8,057	904,741.94	156,570.00		7,762.99
Louisiana		17,278	2,960,484.03	61,960.00		18,455.31
Maine		11,335	1,108,894.81	128,891.00		22,249.18
Maryland		7,622	898,194.41	307,675.00		8,455.06
Massachusetts		31,563	5,695,090.82	330,028.06		56,199.26
Michigan		31,214	3,269,492.55	1,159,030.00		85,619.10
Minnesota		30,064	3,998,030.55	465,350.74		167,145.14
Mississippi		8,430	937,457.96	71,730.00		14,608.68
Missouri		61,476	7,327,649.19	722,469.00		80,429.04
Montana		7,652	1,880,790.83	8,575.00		3,366.72
Nebraska		20,177	2,504,828.19	158,202.00		27,077.84
Nevada			.12	17,580.00		3,583.00
New Hampshire		3,018	259,618.87	82,295.00		11,531.84
New Jersey		6,698	704,816.01	303,824.00		46,065.44
New Mexico		3,757	488,041.84	13,820.00		760.29
New York	15,619.71	88,590	38,374,351.85	1,572,139.50	$7,018,215.47	330,191.65
North Carolina		6,922	630,550.21	179,748.00		13,152.95
North Dakota		5,701	621,522.31	17,815.00		3,972.52
Ohio		47,001	5,389,250.77	1,205,484.00		47,029.38
Oklahoma		2,123	242,183.99	57,695.00		8,746.18
Oregon		12,583	2,456,432.61	101,071.25		7,896.39
Pennsylvania		58,885	7,277,737.72	1,103,929.75		145,041.16
Rhode Island		3,537	395,098.43	3,805.00		1,973.92
South Carolina		7,814	999,820.80	41,315.00		12,642.98
South Dakota		6,768	765,740.44	111,270.00		3,473.67
Tennessee		16,599	1,883,536.32	244,557.00		15,605.70
Texas		41,686	5,365,916.86	368,337.00		42,519.34
Utah		4,887	711,050.18	44,490.00		6,285.63
Vermont		3,797	337,430.63	53,480.00		7,906.51
Virginia		12,146	1,480,527.97	180,583.69		19,185.21
Washington		10,300	1,550,017.02	86,617.25		20,511.03
West Virginia		4,108	398,658.97	28,830.00		13,393.41
Wisconsin		27,860	3,269,336.40	594,064.00		37,828.66
Wyoming		903	128,954.85	330.00		215.75
Total	56,987.38	877,047	147,795,849.38	14,327,476.74	7,018,215.47	1,689,066.36

No. 11.—*Statement showing the transactions of the money-order offices of the United States during the year ended June 30, 1897*—Continued.

States and Territories.	International orders repaid.		Foreign exchange purchased.	Drafts paid by postmaster at New York, N. Y.	Deposited with assistant treasurer at New York, N. Y.	Deposited on account of revenue.
	No.	Amount.				
Alabama	4	$13.19				
Alaska	2	140.00				
Arizona	2	60.00				
Arkansas	4	6.79				
California	160	1,533.68				
Colorado	59	1,521.14				
Connecticut	14	188.15				
Delaware	1	40.02				
District of Columbia	13	211.84				
Florida	8	55.16				
Georgia	8	188.92				
Idaho						
Illinois	65	632.84			$1,592,000.00	
Indiana	5	9.44				
Indian Territory						
Iowa	4	15.01				
Kansas	16	64.10				
Kentucky	2	2.75				
Louisiana	3	16.58				
Maine	1	9.22				
Maryland	33	185.45				
Massachusetts	367	4,895.04				
Michigan						
Minnesota	2	10.41				
Mississippi						
Missouri						
Montana	3	12.48				
Nebraska	20	229.24				
Nevada						
New Hampshire	1	5.00				
New Jersey	22	330.85				
New Mexico	1	.99				
New York	727	10,740.17	$7,887,334.71	$14,107,339.90	5,872,204.61	$950,059.34
North Carolina						
North Dakota	2	7.00				
Ohio	13	130.57				
Oklahoma						
Oregon	28	468.62				
Pennsylvania	131	1,509.99				
Rhode Island	50	534.86				
South Carolina	2	2.21				
South Dakota						
Tennessee	1	25.87				
Texas						
Utah						
Vermont	1	4.99				
Virginia	7	34.00				
Washington						
West Virginia	1	9.74				
Wisconsin						
Wyoming	2	15.01				
Total	1,785	23,861.32	7,887,334.71	14,107,339.90	7,464,204.61	950,059.34

No. 12.—*Statement showing the receipts and disbursements of the money-order offices of the United States during the fiscal year ended June 30, 1897.*

RECEIPTS.

Balance in the hands of postmasters June 30, 1896		$3,520,976.47
Amount received for domestic money orders issued	$174,482,676.94	
Amount received for international money orders issued	13,588,379.33	
Total issued		188,071,056.27
Amount received for fees on domestic money orders issued	1,456,440.14	
Amount received for fees on international money orders issued	173,379.30	
Total fees		1,629,819.44
Amount of foreign exchange received	56,987.38	
Amount of deposits received from postmasters	147,795,849.38	
Amount of drafts drawn on postmaster at New York, N. Y.	14,327,476.74	
Amount of drafts drawn on assistant treasurer at New York, N. Y.	7,018,215.47	
Amount transferred from postage fund	1,659,066.36	
Amount of gain	1,818.72	
Balance due postmasters June 30, 1897	1,744.70	
		170,891,158.75
Total receipts		364,113,010.93

DISBURSEMENTS.

Amount of domestic money orders paid	174,302,783.18	
Amount of international money orders paid	5,815,016.12	
Total paid		180,117,799.30
Amount of international money orders repaid	23,861.32	
Amount of foreign exchange purchased	7,887,334.71	
Amount of drafts paid by postmaster at New York, N. Y.	14,127,339.90	
Amount deposited with assistant treasurer at New York, N. Y., to credit of Postmaster-General on money-order account	5,872,204.61	
Amount deposited with assistant treasurer at Chicago, Ill., to credit of Postmaster-General on money-order account	1,592,000.00	
Amount deposited with assistant treasurer at New York, N. Y., to credit of Treasurer of the United States for use of the Post-Office Department, being the revenue on money-order account for quarters ended March 31, June 30, September 30, and December 31, 1896	950,059.34	
Amount deposited at first-class offices	147,879,391.86	
Amount transferred to postage fund	1,408,447.55	
Amount of loss	27,817.18	
Amount of expense	146,342.46	
Amount paid for commissions on money orders	513,892.83	
Balance due postmasters June 30, 1896	3,927.95	
Balance in the hands of postmasters June 30, 1897	3,582,591.92	
		183,995,211.63
Total disbursements		364,113,010.93

No. 13.—*Statement showing the transfers to and from money-order account during the fiscal year ended June 30, 1897.*

Amount transferred to money-order account	$1,689,066.36	
Balance due postal account June 30, 1896	685,918.94	
		$2,374,985.30
Amount transferred from money-order account	1,408,447.55	
Balance due postal account June 30, 1897	966,537.75	
		2,374,985.30

No. 14.—*Statement showing the money-order transactions with the United States assistant treasurers at New York, N. Y., and Chicago, Ill., during fiscal year ended June 30, 1897.*

NEW YORK, N. Y.

Balance in the hands of assistant treasurer, June 30, 1896	$741,781.44	
Amount deposited with assistant treasurer	5,872,204.61	
Amount transferred from assistant treasurer at Chicago, Ill.	1,200,000.00	
		$7,813,986.05
Amount of drafts paid by assistant treasurer:		
For current use	4,750,000.00	
For revenue	950,059.34	
For balance of transfers due postage account	1,318,156.13	
Balance in the hands of assistant treasurer	795,770.58	
		7,813,986.05

CHICAGO, ILL.

Balance in the hands of assistant treasurer, June 30, 1896	194,000.00	
Amount deposited with assistant treasurer	1,592,000.00	
		1,786,000.00
Amount transferred to assistant treasurer at New York, N. Y.	1,200,000.00	
Balance in the hands of assistant treasurer, June 30, 1897	586,000.00	
		1,786,000.00

No. 15.—*Statement showing the revenue which accrued on money-order transactions during fiscal year ended June 30, 1897.*

DOMESTIC.

Amount received for fees on orders issued		$1,456,440.14	
Amount of gain		1,818.72	
			$1,458,258.86
Amount allowed postmasters:			
For commissions		510,891.84	
For incidental expenses		129,318.99	
For lost remittances and burglaries		14,694.12	
Uncollected accounts of previous years		13,123.06	
		668,028.01	
Net revenue		790,230.85	
			1,458,258.86

INTERNATIONAL.

Amount received for fees on orders issued		173,379.30	
Amount of gain on exchange		62,444.03	
			235,823.33
Amount allowed postmasters:			
For commissions	$3,000.99		
For incidental expenses	17,023.47		
		20,024.46	
Amount allowed foreign countries:			
For excess of commissions	38,809.48		
For incidental expenses	39.18		
		38,848.66	
Net revenue		176,950.21	
			235,823.33

RECAPITULATION OF NET REVENUE.

Revenue on domestic money-order transactions	790,230.85	
Revenue on international money-order transactions	176,950.21	
Total revenue		967,181.06

No. 16.—*Statement of assets and liabilities.*

ASSETS.

Amount in the hands of assistant treasurer at New York, N. Y.		$795,770.58	
Amount in the hands of assistant treasurer at Chicago, Ill.		586,000.00	
Amount in the hands of postmasters		3,582,591.92	
			$4,964,362.50

LIABILITIES.

Amount due postal account, being balance due on transfers June 30, 1897		966,537.75	
Amount due Post-Office Department, being the revenue on money-order account, for quarters ended March 31 and June 30, 1897		455,578.22	
Unpaid domestic money orders	$3,404,555.38		
Less amount paid into the Treasury on account of unpaid money orders [1]	1,600,000.00		
		1,804,555.38	
Unpaid international money orders, outstanding certificates of deposit, and balances of unadjusted international accounts		1,735,946.45	
Balance due postmasters June 30, 1897		1,744.70	
			4,964,362.50

[1] Applications for warrants for the payment of invalid money orders have been certified to the amount of $82,982.52.

PRINCIPAL INTERNATIONAL MONEY-ORDER TRANSACTIONS DURING THE FISCAL YEAR ENDING JUNE 30, 1897.

showing the number of international lists of orders of United States issue received, d, registered, and checked; also the number and value, by countries, of orders

Nationalities.	Number of lists.	Number of orders certified.	Value.	Increase.	Decrease.
.....	186	35,151	$576,564.12	.....	$28,735.12
.....	56	147	2,192.14	.....	488.18
.....	181	6,481	120,052.87	.....	14,482.19
.....	37	201	3,127.82	.....	1,022.16
iana.....	31	120	1,342.21	.....	196.68
.....	312	113,878	1,605,989.87	$95,294.67	.....
y.....	148	529	11,034.55	4,245.69	.....
.....	211	12,213	196,787.09	13,399.67	.....
.....	12	26,871	365,060.80	.....	11,358.79
.....	197	184,995	2,472,007.58	.....	172,598.59
ain.....	253	390,157	4,689,838.26	.....	272,669.28
'slands	101	636	11,297.78	815.43	.....
.....	27	7	174.50	174.50	.....
g	38	282	5,329.07	1,985.49	.....
.....	183	10,503	186,807.64	.....	10,274.79
.....	198	26,386	710,056.52	9,726.20	.....
.....	118	588	8,335.82	317.09	.....
.....	40	6,056	164,108.08	.....	2,801.35
ilands	38	365	4,924.47	180.64	.....
g	178	750	15,173.44	.....	805.97
ls	182	5,014	51,339.74	.....	7,398.05
and	52	3,652	52,009.34	6,121.02	.....
Wales.....	28	877	19,740.76	.....	538.30
nd.....	21	892	15,835.22	.....	3,116.86
.....	208	25,695	560,365.31	22,239.38	.....
.....	230	361	6,032.82	.....	2,596.89
l	25	230	3,758.07	.....	891.65
.....	37	1	.50	.....	36.20
tralia.....	22	106	2,050.18	91.35	.....
.....	209	73,679	1,459,608.71	138,824.03	.....
d	193	16,486	240,623.12	.....	3,758.04
.....	23	164	2,514.44	495.33	.....
nd Tobago.....	44	220	3,885.27	78.24	.....
.....	27	947	19,698.19	1,615.69	.....
Islands	69	857	11,287.95	.....	3,855.17
l.....	3,914	945,497	13,598,954.25	295,614.42	537,624.26

showing the number of international lists of orders of foreign issue received, d, registered, and checked; also the number and value, by countries, of orders to the United States.

Nationalities.	Number of lists.	Number of orders certified.	Value.	Increase.	Decrease.
.....	372	6,002	$215,872.64	$22,605.07	.....
.....	59	697	4,940.18	179.55	.....
.....	109	2,081	59,984.59	.....	$669.60
.....	33	401	6,819.70	.....	4,533.72
iana.....	58	811	13,143.81	7,660.24	.....
.....	260	153,502	1,354,196.18	.....	11,091.07
y.....	59	2,108	44,089.18	.....	2,896.21
.....	391	3,089	83,199.33	.....	6,036.22
.....	12	7,614	135,375.67	.....	834.16
.....	118	52,720	1,620,632.59	.....	6,036.10
ain	401	87,852	1,238,978.59	151,496.43	.....
Islands	195	4,717	54,981.86	6,254.75	.....
.....	35	5	151.00	151.00	.....
g	46	169	1,652.94	770.95	.....
.....	186	2,885	123,835.47	20,623.83	.....
.....	104	2,124	74,874.29	15,995.88	.....
.....	149	3,001	49,070.25	1,002.63	.....
.....	55	1,482	17,772.96	59.20	.....
ilands	32	535	18,281.02	.....	14,138.02
g	107	493	21,351.85	2,119.53	.....
ls.....	223	2,349	44,409.79	4,497.11	.....
and	52	2,078	25,612.48	3,638.29	.....
Wales.....	26	1,770	25,394.80	2,518.68	.....

No. 18.—*Statement showing the weight of letter [illegible] United States to European countries, including [illegible] during the fiscal year ending June [illegible], 18[illegible].*

Steamship lines.	England.		Austria.		[illegible]	
	Letters.	Prints.	[illegible]	[illegible]	[illegible]	[illegible]
	Grams.	*Grams.*	[illegible]	[illegible]	[illegible]	[illegible]
International Navigation	35,439,351	43[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
North German Lloyd	25,631,010	12[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Cunard, Limited, New York	5[illegible]	35[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Hamburg-American	5,966,82[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
White Star	13,591,257	2[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
General Transatlantic	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Cunard, Limited, Boston	446,57[illegible]	1[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Red Star	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Netherlands Steam Navigation	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Anchor	12,42[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Thingvalla	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
American	,46[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Warren	86,88[illegible]	47[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Total	129,851,223	85[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Increase	[illegible]	2[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Decrease	1,966,11[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

Steamship lines.	Denmark.		France.		[illegible]	
	Letters.	Prints.	[illegible]	[illegible]	[illegible]	[illegible]
	Grams.	*Grams.*	[illegible]	[illegible]	[illegible]	[illegible]
International Navigation	807,96[illegible]	1,[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
North German Lloyd	1,92[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Cunard, Limited, New York	1,44[illegible]	4,[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Hamburg-American	33[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
White Star	90,[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
General Transatlantic	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Cunard, Limited, Boston	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Warren	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Total	4,603,40[illegible]	1[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Increase	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Decrease	326,464	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

Steamship lines.	India.		[illegible]		[illegible]	
	Letters.	Prints.	[illegible]	[illegible]	[illegible]	[illegible]
	Grams.	*Grams.*	[illegible]	[illegible]	[illegible]	[illegible]
International Navigation	395,300	1[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
North German Lloyd	349,115	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Cunard, Limited, New York	56,740	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Hamburg-American	80,785	1[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
White Star	52,250	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
General Transatlantic	489,455	17[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Cunard, Limited, Boston	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Netherlands Steam Navigation	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Warren	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Total	1,433,690	26[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Increase	24,619	2,[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

Steamship lines.	Norway.		Portugal.		[illegible]	
	Letters.	Prints.	Letters.	Prints.	Letters.	[illegible]
	Grams.	*Grams.*	*Grams.*	*Grams.*	*Grams.*	[illegible]
International Navigation	1,512,107	24,250,695	322,170	2,[illegible]	2,[illegible]	[illegible]
North German Lloyd	2,182,163	902,779	43[illegible]	165,425	5,46[illegible]	[illegible]
Cunard, Limited, New York	2,[illegible]	7,148,765	3[illegible]	27[illegible]	3,[illegible]	[illegible]
Hamburg-American	90[illegible]	1,812,921	7[illegible]	16[illegible]	1,02[illegible]	[illegible]
White Star	23[illegible]	950,644	22,435	52,640	340[illegible]	[illegible]
General Transatlantic	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Thingvalla	2,[illegible]	[illegible]	472,925	1,814,665	[illegible]	[illegible]
Total	8,374,42[illegible]	34,067,290	1,864,140	4,913,745	13,764,[illegible]	[illegible]
Increase	344,25[illegible]	2,[illegible]	[illegible]	868,520	[illegible]	[illegible]
Decrease	[illegible]	[illegible]	47,900	[illegible]	[illegible]	[illegible]

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No. 19.—*Statement showing the weight of letters, newspapers, etc., conveyed to foreign countries other than European, by steamship lines, during the fiscal year ending June 30, 1897.*

Steamship lines.	Letters.	Prints.
	Grams.	*Grams.*
Panama Railroad Steamship	6,527.105	132,386.560
Pacific Mail Steamship to Japan, etc	5,703.748	57,669.931
Oceanic to Australian colonies, etc	4,689.869	115,374.241
Occidental and Oriental	4,342.284	45,589.073
Plant Investment	4,295.290	43,056.126
Red D	3,214.130	45,596.771
Atlas	2,769.990	50,625.083
Royal Mail	2,398.907	33,830.777
Yarmouth	2,251.032	11,860.266
Costa Rica	1,966.492	26,784.827
Quebec	1,978.795	23,148.365
Lamport & Holt	1,539.302	41,320.388
Canada Atlantic and Plant	1,318.941	10,261.285
Pacific Mail, San Francisco to Panama	1,284.455	16,018.578
Oceanic to Hawaii direct	1,197.808	15,625.848
Northern Pacific, Japan, etc	1,146.000	17,826.259
Clyde	599.355	7,661.545
Prince	533.590	16,753.910
Norton	484.252	11,644.496
Booth	454.690	6,083.553
Boston Fruit	440.073	7,287.371
Trinidad Shipping & Trading, Limited	380.340	6,265.650
Red Cross, South America	397.472	4,507.975
New York and Cuba Mail, Bahamas	327.370	4,086.265
New York and Cuba Mail, Cuba	138.935	572.330
New York and Porto Rico	296.815	1,670.000
New York and Cuba (contract)	589.470	6,409.029
Royal Dutch West India Mail	292.810	2,583.945
Sloman's Brazil	235.924	5,451.583
Lower California Development	261.583	5,208.984
Pacific Coast Steamship	194.492	1,807.706
Oteri Pioneer	169.702	2,443.719
Florida East Coast Steamship	140.923	1,355.974
Demerara Steamship	138.950	2,176.968
General Transatlantic, West Indies	98.625	1,164.645
Pinet	89.004	1,155.936
Weinberger	91.941	1,482.791
Caribbean Banana	88.696	1,450.467
Puget Sound and Alaska	90.696	.....
New York and Nicaragua	71.000	1,682.600
Bluefields and Rama	60.509	823.430
New York and Central America	50.510	800.620
Earn, Limited	40.855	773.110
Red Cross, Newfoundland	60.750	1,389.605
Turner	44.897	549.296
Allen, Newfoundland	46.591	728.885
Spanish Transatlantic	37.100	485.515
Del Orto	34.838	586.489
Central American and Commercial	36.196	497.905
New York and Haiti Packet	35.220	351.825
Orr & Laubenheimer	35.343	117.219
Alert (U. S. warship)	26.407	514.216
Hoadley	23.861	343.305
Quaker City Fruit	22.277	399.719
Buckman Fruit	20.269	94.414
Matina Banana	15.075	224.735
American Express	13.940	.....
Plant Steamship	11.508	83.341
American and African	7.425	20.510
Pacific Mail (Panama to San Francisco)	6.410	.....
Wilson	5.644	118.894
A. Booth Packing	5.716	14.565
Bahamas, Limited	3.150	7.155
Morgan	2.160	6.633
Snyder Banana	3.598	33.910
Barranquilla Steamship	3.940	341.175
Union	2.560	.955
Straus	1.260	.....
Black Diamond	.540	12.730
Wilkens	.523	3.005
Camors	.452	2.211
Total	53,884.380	797,302.193
Increase	2,908.419	57,008.778

No. 21.—*Statement showing the weight of foreign closed mails retransported by sea and the amount accruing to steamship companies for their carriage during the fiscal year ending June 30, 1897.*

Steamship lines.	Letters.	Prints.	Amount.
	Grams.	*Grams.*	
General Transatlantic (to Jamaica)	.....	18.500	$1.79
International Navigation (contract)	13,540.704	72,238.039	.....
Cunard, Limited New York	12,519.482	44,380.257	16,364.00
North German Lloyd	8,580.624	32,376.349	11,404.62
White Star	4,705.826	19,892.557	6,460.76
Hamburg-American Packet	2,335.776	9,083.444	3,130.56
Plant Investment (contract)	1,912.445	73,462.195	.....
International Navigation (noncontract)	601.275	1,904.403	764.00
Panama Railroad Steamship	302.447	4,346.181	711.27
New York and Cuba Mail (Bahamas)	167.139	3,891.988	536.86
Red D (contract)	147.770	2,213.542	.....
New York and Cuba Mail (contract, Cuba and Mexico)	59.265	2,534.979	.....
Florida East Coast	46.817	952.439	137.09
New York and Cuba Mail (Santiago)	6.633	417.349	46.68
Canada, Atlantic and Plant	4.115	1.385	4.10
Demerara Steamship	.020	1.180	.13
Red D (noncontract)	.....	370.595	35.76
Clyde	.....	291.400	28.13
Earn Steamship, Limited	.....	237.535	22.93
Quebec	.479	1,790.215	173.22
Atlas	.....	89.650	8.65
New York and Central America	.....	5.060	.49
Booth	.....	17.490	1.69
Red Cross	.050	12.190	1.22
Total	44,930.867	270,528.922	39,833.97
Increase	263.599	44,233.733	.....

INDEX.

	Page.
Abuse of second-class rates	5
"A" cases, number and character of complaints	797–811
recapitulation of	815
(registered) investigated and closed	811
referred in previous years, investigated and closed	811
Accounts with Treasury Department adjusted and certified to	829
Addressing mail matter	508
Adjustment of postmasters' salaries	78–87
Allowances for clerk hire	82
Amounts drawn from the Treasury	686
Appointment division	779
number of cases acted on during year	790
operations of	782
of postmasters	779
Appropriation for clerk hire, increase in	83
postal service, statement showing condition of account	856
purchase of law books	41
Appropriations, comparative statement of	195
expenditures and unexpended balances	704
for mail transportation service	192
post-offices	87
Third Assistant's Office	687
Arrests	20–802
by post-office inspectors	818
Assets and liabilities	954
Assistant Attorney-General, duties of office	37
printing and binding opinions of	41
report of	35
Auditor's office, outstanding indebtedness	828
postal accounts	826
suits pending	830
useless papers	827
work of	823
report to the Postmaster-General	845
Secretary of the Treasury	821
Bad debts	686
Bags, mail, number in use	188
"B" cases, complaints received and investigated	812
Blanks and books	127
issue of, by supply division	135
Bond division	791
amount of work	795
records	793
reports	794
Bonding operations, magnitude of	19
Bonds for money-order clerks urged	11
from all who handle money	22
of post-office clerks	22, 38, 77, 89, 144
Boycotting postmasters	163
Brass-lock exchanges	694
Building for supply division	135
Buildings, Government ownership of	10
rental of	10
Burglaries, money-order funds lost by	141
of post-offices	800
Burglary, claims for losses by	39, 42
Burning of post-offices	800

	Page.
Business depression cause of deficit	5
large increase of unprofitable	7
Cable-car service	15, 180, 339, 348
Cable lines	507
Canceling ink and pads	130–131
machines	86
Cars, independent motor service	181
railroad post-office increase, cost of	179
railway post-office	185
trolley service	181
Case examinations	182, 490
Casualties	182, 490, 512
in foreign mail service	564
"C" cases, number of, referred for investigation	814
Central and South American mails	566
Charitable institutions, dead mail matter given to	155
Chief post-office inspector, disposition of miscellaneous cases	815
City distribution	506
Civil service boards in Railway Mail Service	88, 496
Claims on account of losses by fire, burglary, etc	42
Classification division, work of	693
of clerks in post-offices	84
Clerk hire balances available for increases	82
separating	82
Clerks in post-offices	82
bonding of	22, 38, 144
classification act	89
classification of	84
Clerks, railway post-office	185
Collection and distribution wagons	178
by suits	829
Commissions issued	794
Compensation and classification of postmasters	9
Complaints received and result of investigations, ordinary letters	816
Congress, Universal Postal Union	23
Consolidation of post-offices	8, 76, 80
repeal of restrictive legislation recommended	9
"Continuance offense," theft by railway postal clerks	805
"Continuous offense" law should be provided	21
Contracts for pouches and sacks	186
Correspondence division	162
Dead holiday mail	148
letter fund	688
office	145
class and number of pieces of undelivered mail returned to and received from foreign countries	160
classification of mail matter opened in	152
disposition of mail matter opened in	157
unopened	152
parcels filed in	154
hotel and registered matter	146
inquiries for missing mail matter	155
matter on hand from preceding year	151
received and disposed of	149
returned from foreign countries	153
number of pieces handled	156
postage stamps received at	155
statement of undelivered mail returned by foreign countries	159
treatment of parcels	161
unmailable, hotel, and fictitious matter	158
valuable mail	147
value of inclosures and matter restored to owners	154
volume of matter handled	151
letters	10
mail matter from other countries	148
given to charitable institutions	155
international	147
occasioned by carelessness in posting	147

Page.
Dead mail matter of foreign origin received and disposed of 159
returned, registered 148
revenue from 154
Dead registered letters, classification, number, and disposition of 161
matter 154
Deaths of postmasters 781
Deductions, fines, and remissions on pay of mail contractors 460
Deficit in postal revenue, cause of the increase 5
Depositories, postal savings 24
Depositories, Treasury, transactions at 686
Dies for stamps, etc., destruction of 691
Distances certified by topographer 72
Division of appointments 779
bonds and commissions 791
classification 693
correspondence 162
dead letters 145
files, records, and mails 700
finance 687
free delivery 90
inspection 189
postage stamps 689
post-office inspectors and mail depredations 796
post-office supplies 124
registration 693
salaries and allowances 77
Electric-car service 15, 180, 339, 348
lines 507
Envelopes for Executive Departments, contract for 760
schedules 769
value of stamped over cost 689
Equipment shop, expenditures for 471
number and kind of bags repaired and made 472
Errors in distribution of mail in post-offices 489
Estimate, comparative statement 195
and expenditures Railway Mail Service 510
of appropriation for Third Assistant's office 702
Estimates for 1899 4
mail transportation service 192
postmasters' salaries 82
railway post-office cars 511
supply division 136
Third Assistant's office 687
recapitulation of 89
Executive Departments, contracts for envelopes 760
Expenditures 3, 704, 852
by States 854
comparison two preceding years, appropriation current year, estimate next year 195
comparative statement 706
from 1836 860
for mail transportation, increase in 193
service 192
money-order service 144
Third Assistant's Office 687
in detail 16
Expenses of Presidential post-offices 861
Experimental rural free delivery 12, 112
Facing slips 127
Farmer, free delivery due the 13
Fictitious matter received at Dead Letter Office 158
Finance division 687
fund received at Department turned over to 687
Financial statement 685
Fines 460
Fire, claims for losses by 39–42
First Assistant Postmaster-General, bureau of improvements recommended 75
special agents for 75

	Page.
Foreign cases investigated by post-office inspectors	797–801
closed mails, weight of, retransported and cost of carriage of same by steamship companies	961
countries, dead mail matter returned from	153
mails	15, 190
arrangement for articles bearing a declaration of their value	609
collection (C. O. D.) service	655
subscription at post-office to periodical publications	668
average of steamers, and quickest trip to New York, to London, to Paris	556
books of identity	663
casualties	564
contract service	551
convention for exchange of parcels	633
cost of service	551
estimate for 1899	553
international postal statistics	675
net weight and percentages of dispatches	546
of closed, of foreign origin, and amounts paid by Department to steamers conveying them from the United States	551
number of articles exchanged with all foreign countries and amount of postage	555
parcels post	564
report of superintendent	543
sea post-office	563
statement of net weight United States mail conveyed and compensation received therefor by steamers	548
miscellaneous service	549
Fourth Assistant Postmaster-General, report of	777
Fourth-class offices, average compensation of postmasters	788
statement showing money-order and nonmoney-order offices	786
post-offices, changes in	784
tabulation by States and number of	859
Fraud orders	37
Free delivery	11
estimate	91
new assistant superintendent	77
rural	77–104
cost of	108
demand for	12
expense in detail	110
increase of postal business	13
service, assistant superintendents of	104
eight-hour law	94
letter carriers' bonds	97
separation from	96
system, appointment of carriers at new offices	96
marine service	93
operation of	90
Free matter carried	7
Fuel for first, second, and third class post-offices	80
Furniture for post-offices	80
Greater New York	81
Green goods	163
Gross receipts of post-offices	789
Gross receipts Presidential post-offices	861
History of second-class legislation	6
Hotel matter in Dead-Letter Office	146
received at Dead-Letter Office	158
House-to-house collection	99
Increased deficiency in revenue	5
Indemnity for lost registered matter	695
copy of act of Congress	725
Ink and pads	128

Page.
Inner sack exchanges 694
Inquiry division 796–805
Inspection division 189
of post-offices 805
International money order transactions 955
postal statistics 675
Keys, expenditure for 471
Law books, appropriation for purchase of 41
Leases, change in term recommended 76
duration of 88
for post-offices 85
Legislation urged on second-class rates 7
Letter balances 126
carrier satchel repair shop 102
carriers at new offices, appointments of 96
bonds 97
service stripes 98
substitutes 102
Liabilities 954
Light for first, second, and third-class post-offices 84
Lock shop, statement of work done 473
Losses by bad debts and compromises 686
fire, burglary, etc 39–42
of ordinary mail 20
registered mail 19
Loss of money-order funds in transit 141
on second-class matter 6
Lost mail, holding, for identification 21
recovered 20
Lost registered letters, limited indemnity for 695
Lotteries 38
Mail bag repair shop, work done at 482
storehouse, number, and kinds of bags handled 483
bags, expenditures for, 1877 to 1897 474
number in use 188
received and issued from storehouse in Washington 475
repaired and condemned, 1890 to 1897 477
statement of cost of, wages, etc 470
used at New York post-office 479
catchers 187
depredations division 796
equipment 15, 186
contracts 464
repair shop, expenditures for 471
used in the eight grand depository post-offices 481
locks and keys, expenditures for 471
lock shop, itemized statement of work done 473
matter missing 149
number of pieces 700
received and disposed of by Dead-Letter Office 149
messenger service 172
pouches, contracts for 186
service, annual rate of expenditure 196
distance traveled 196
increase and decrease in each class 452
in detail 168
in general 167
length of routes 196
percentage of increase and decrease, compared with previous years 389
railroad, 1836 to 1897 451
transportation 850
decrease in rate of 13
increase in expenditures 193
Maps, new 71
Marine Service 93
Miscellaneous items for post-offices 86

	Page.
Miscellaneous payments, office of First Assistant Postmaster-General	857
Postmaster-General	857
Second Assistant Postmaster-General	858
Missing mail matter, inquiries for	155
Money order accounts	827
account, transfers to and from	953
bills of exchange	143
business, domestic	138
international	139
clerks, bonds for, urged	11
drafts on New York	142
funds lost in transit	141
surplus remitted	141
incidental expenses	142
offices in operation, established, and discontinued	138
largely exceed banks	28
statement of receipts and disbursements	953
transactions of	948
reserve	140
revenue, deposit of	143
orders, arrangement for exchange of	622
double payments of	827
duplicate	141
erroneous payment of	141
order service, receipts and expenditures	144
orders, payment of invalid domestic	140
repayment of international	142
order statistics	11
system	137
economy and details of management	29
extension of international	143
operation of, since organization	137
transactions, international	955
revenue which accrued on	954
with assistant treasurer at New York and Chicago	953
transfers	139
orders, unpaid domestic	828
Motor cars, independent service in	181
Newspaper mail	184
stamps, discontinuance of use of	18, 697
wrappers, issues of	712
New York, Greater	81
Harbor, transfer of mail	191
post-office, mail bags used at	479
Nixes	489
Ocean mail service contract	564
Offenses against postal laws, prosecution of	40
Opinions of Assistant Attorney-General, printing and binding of	41
Pacific Railway service	850
Package-box service	91
Paper, wrapping	126
Parcels post	564
Periodical stamps, discontinuance of use of	697
Plates for stamps, etc., destruction of	691
Pneumatic tubes	15, 173
Postage collected on second-class matter	717
collection of third-class	693
on second-class matter	691
stamp contract will soon expire	18
dies, etc., destruction of	691, 725
stamps and other stamped paper, increase or decrease in issues of	713
issues of	713
by denominations	713
in dead mail matter	155
irregular sale of	80
new arrangement for manufacture of	697

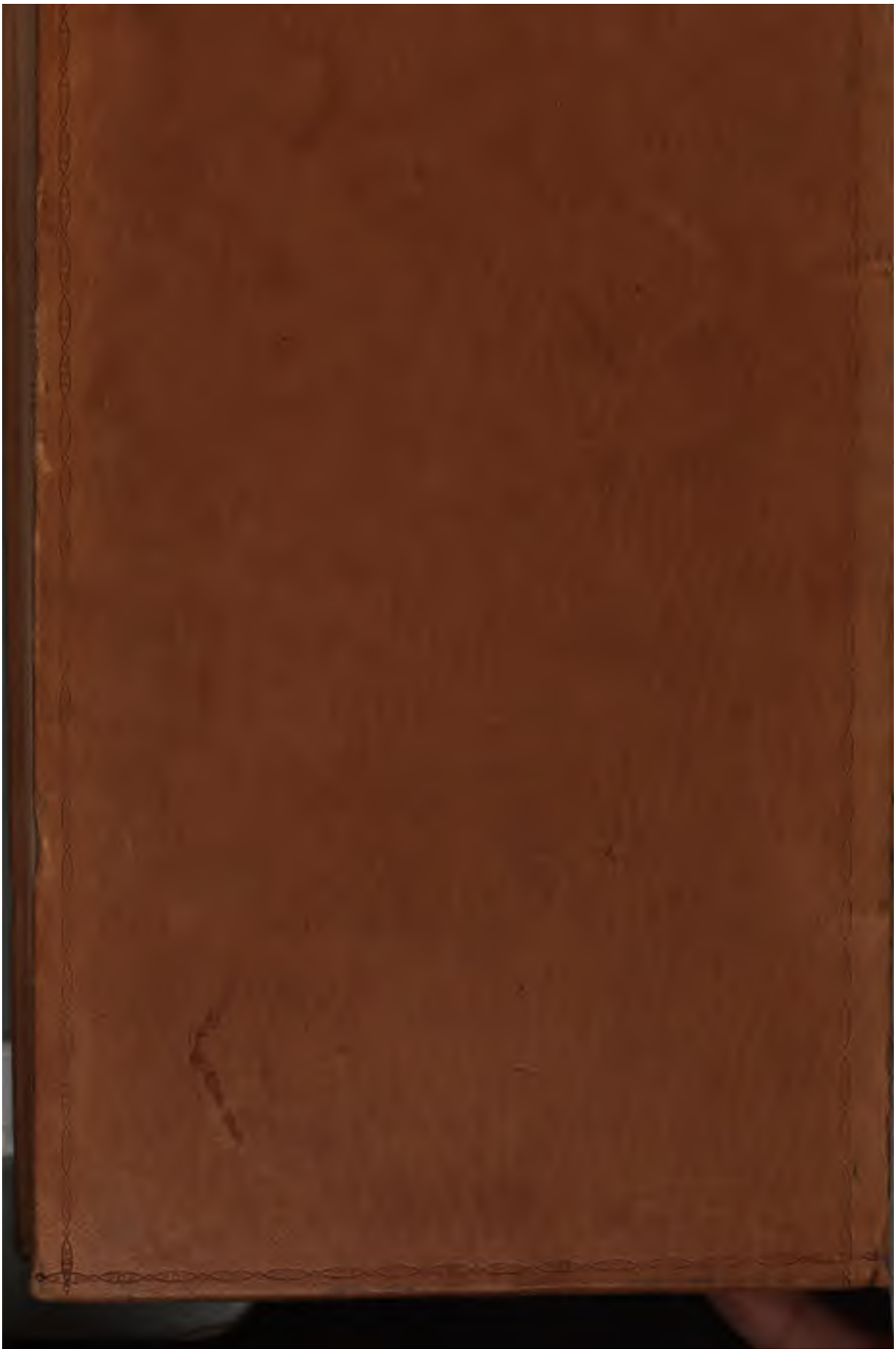
Page

Postage stamps, punishment of postmasters who peddle ... 76
water-marked ... 691
value of, issued by fiscal years, 1847 to 1897 ... 714
Postal-card contract ... 740
new ... 692
dies, etc., destruction of ... 691
cards, changes in ... 692
distribution of ... 691
issues of ... 712
1873 to 1897 ... 716
congress, objects of ... 23
laws, prosecution of offenses against ... 40
revenue ... 17
savings accounts, chiefly owned by working people ... 27
depositories ... 24
do not interfere with banks ... 31
materially increase patronage of Department ... 32
inadequacy of private enterprise ... 28
national debt large enough for immediate purposes ... 33
objections to, answered ... 31
popularity of ... 30
use of money-order offices as ... 28
deposits, investment of ... 31
by Government ... 33
service, better organization needed ... 8
summary of all classes ... 167
stations ... 85
purchase of sites for ... 88
Union ... 557
Postmarking ... 128
and back-stamping instructions ... 129
letters, improvements in ... 77
stamps ... 129
Postmasters, adjustment of salaries of Presidential ... 78
appointed during the year ... 782
appointment of ... 19, 779
boycotting of ... 163
commissions ... 794
complaint against ... 782
deaths and resignations ... 781
of fourth-class offices, with average compensation ... 748
quarterly accounts current ... 848
salaries ... 9
adjustment of ... 87
estimates for ... 82
Presidential, net increase in ... 79
who peddle postage stamps, punishment of ... 76
Post-office appropriations ... 87
burglaries ... 800
clerks ... 82
bonds ... 77, 89
employees subpœnaed as witnesses, pay of ... 89
errors in distribution of mail ... 489
inspectors, "A" cases referred to ... 811
(registered) cases investigated ... 811
arrests by ... 802, 818
books and blanks ... 805
complaints received and investigated ... 812, 816
foreign cases ... 801
miscellaneous cases ... 799, 814
moneys received by and returned to owners ... 804
recapitulation of "A" cases and ordinary cases ... 798
registered cases ... 797
summary of "F" cases ... 802
leases ... 85

	Page.
Post-office leases, change in term recommended	76
legislation	87
statistics	18
supplies, division of	124
number of requisitions filled	124
quantities of principal articles furnished	125
Post-offices, changes in name and site of	781
consolidation of	76, 80
economy of	8
established and discontinued	781
fourth-class, changes in	784
showing money order and nonmoney order	786
tabulated by States, according to amount of postmaster's pay	859
gross receipts and number, by States	789
inspection of	805
rent, fuel, and light for first, second, and third class	84
stationery in	128
route maps issued and sold	72
term of contract, improvement from change in	71
Presidential offices, changes in	783
increase or decrease in, compared with 1896	785
statement showing rank and population of States	787
postmasters, adjustment of salaries	78
post-offices, gross receipts, expenses, and net revenues of	861
with aggregate salaries	79
Printing and binding	127
Railroad post-office cars and transportation combined—	
By States and routes	202
For past ten years, annual increase in cost	179
routes on which pay was readjusted	391
service, 1836 to 1897	451
transportation	178
for past ten years, annual increase in cost	179
wrecks	800
Railway Mail Service, assistant superintendents	509
bill for protection of clerks while on duty	496
cable lines	507
case examinations	490
casualties	490–512
city distribution	506
civil-service promotions	496
distribution	182
draft of bill for reclassification	494
electric lines	507
equipment	488
errors in distribution	489
estimates and expenditures	510
extent of	183
improvements	183, 501
lines and clerks	487
magnitude of work performed	14
mail distributed	488
mileage	488
misdirected and missent matter	489
nixes	489
reclassification	15, 183, 493
relation of publishers to	497
report of general superintendent	485
Railway postal clerks, compensation to families of, disabled in service	14
magnitude of work performed by	14
thefts, not a continuous offense	805
post-office cars	185
estimates for	511
clerks	185, 510
Receipts and expenditures, by States	854
comparative statement from 1836	860

	Page.
Receipts and expenditures, money-order service	144
regulated by legislation	5
decrease of	4
of Treasury depositories	710
postal service, comparative statement	705
Post-Office Department, quarterly statement	851
Registered letters and parcels sent for Post-office Department and Treasury Department	725
lost, limited indemnity	695
mail, losses of	19
matter, dead	154
in Dead-Letter Office	146
lost, limited indemnity	725
mailed, statement of	720
package, etc., envelopes, contract for	750
tag, official and dead-letter envelopes	696
pouch exchange	694
Registration business, improvement	695
division	693
Registry fees, decrease of revenue from	17
losses	694
system, statement of operations at thirty of the large post-offices	724
Regulation screen, or other wagon service, in detail	334
wagon service	176
Remission of fines	460
Rent, fuel, and light, first, second, and third class post-offices	84
of buildings	10
Repair shop for letter-carrier satchels	102
Report of Assistant Attorney-General	35
Auditor to Secretary of Treasury	821
First Assistant Postmaster-General	73
Fourth Assistant Postmaster-General	777
General Superintendent of Railway Mail Service	485
Postmaster-General	1
Second Assistant Postmaster-General	165
Superintendent of Foreign Mails	543
Third Assistant Postmaster-General	683
Topographer	69
Resignations of postmasters	781
Revenue account of Post-Office Department	845
from dead mail matter	154
registration fees, decrease	17
loss of, from failure to collect postage on short-paid matter	698
Revenues and expenditures	3
Presidential post-offices	861
Rewards	803
Rural free delivery	12, 77, 104
cost of, and postal development	108
due the farmer	13
expense, in detail	110
increase of postal business	13
statement of experimental, arranged by States	112
Salaries of postmasters	9
adjustment of	87
Salary and allowance division	77
operations of	78
Savings depositories, postal	24
Scales	176
Screen-wagon service	126–135
in detail	534
Sea post-offices	563
Second Assistant Postmaster-General's clerical force	193
report of	165
Second-class mail sent into certain offices	498
matter, history of legislation	6
loss on	6
mailed and postage collected thereon at first-class offices	717

	Page.
Second-class matter, postage on	691
relations of publisher to the service	497
prepayment of postage should be required	18
weight of	17
rates, abuse of, cause of deficit	5
remedial legislation urged	7
Separating clerk hire	83
Sergeants for letter carriers	97
Short-paid matter, loss of revenue from failure to collect postage	698
Sites for postal stations, purchase of	88
South American mails	566
Special agents	87
delivery system	688
statement of operations	730
facilities	179
office service	171
request envelopes, issue of	715
Stamp division	689
other issues through	689
redemptions	690
requisitions filled and parcels sent	690
Stamped envelopes, dies, etc., destination of	691
issues of	712
1853 to 1897	715
value of over cost	689
letter sheets	689
Stamps, ink, and pads	128
Star service	168
Stationery	126
in post-offices	128
Stations of post-offices	85
Steamboat service	171, 327
extension of	14
Street-car letter boxes	92
Substitute letter carriers	102
Suits, Auditor's office	830
Supplies, economies in	76
Supply division, changes in method of business	133
deficiency for current year	133
estimates for	136
important items of clerical labor	125
issue of blanks by	135
new building desired	135
statement of appropriation, expenditures, and unexpended balance	126
Sureties on bonds	77, 792
Telephones	86
Third Assistant Postmaster-General, report of	683
class postage, collection of	693
Topographer, report of	69
Topographer's office, work of	71
Trailer-car service	181
Transatlantic mails	365
service	548
Transpacific mails	566
service	548
Transportation of mail, decrease in rate of compensation	13–14
Treasury, amounts drawn from	686
depositories	686
receipts and disbursements at	710
Twine	126
shipments of	134
Universal Postal Congress	22
Convention	569
Union	192, 557
Unmailable matter received at Dead-Letter Office	158
Unprofitable business, large increase of	7

agon collection and distribution ...
service ...
change in advertisement
in detail ...
arrants, application for ...
eights of letters, etc., sent by sea to countries other than the United States, Postal Union
European countries
foreign countries other than European
mails, speed, accommodations, and pay on railroad routes
rapping paper ...
shipments of ...

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